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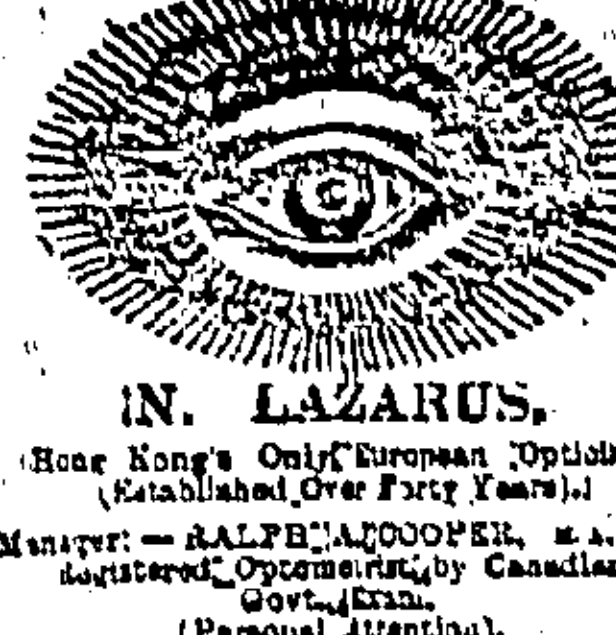
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(Personal Attention).

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日參初月柒年巳己

HONG KONG, WEDNESDAY, AUGUST 7, 1929. 參拜禮

日柒月捌年九廿百九仟壹英

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after August 11th, 1929, until further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon Dep.	8.40	9.05	9.30	9.55	10.20	10.45	11.10	11.35	12.00	12.25	12.50	1.15	1.40	2.05	2.30	2.55	3.20	3.45	4.10	4.35	5.00	5.25	5.50	6.15
Yauwatt Dep.	8.49	9.14	9.39	9.64	9.89	10.14	10.39	10.64	10.89	11.14	11.39	11.64	11.89	12.14	12.39	12.64	12.89	13.14	13.39	13.64	13.89	14.14	14.39	14.64
Shatin Dep.	7.01	7.26	7.51	8.06	8.31	8.56	9.21	9.46	9.71	9.96	10.21	10.46	10.71	10.96	11.21	11.46	11.71	11.96	12.21	12.46	12.71	12.96	13.21	13.46
Taipei Dep.	7.15	7.40	8.05	8.30	8.55	9.20	9.45	9.70	9.95	10.20	10.45	10.70	10.95	11.20	11.45	11.70	11.95	12.20	12.45	12.70	12.95	13.20	13.45	13.70
Market Dep.	7.26	7.51	8.16	8.41	8.66	8.91	9.16	9.41	9.66	9.91	10.16	10.41	10.66	10.91	11.16	11.41	11.66	11.91	12.16	12.41	12.66	12.91	13.16	13.41
Fanning Dep.	7.30	7.55	8.20	8.45	8.70	8.95	9.20	9.45	9.70	9.95	10.20	10.45	10.70	10.95	11.20	11.45	11.70	11.95	12.20	12.45	12.70	12.95	13.20	13.45
Shauki Dep.	7.35	8.00	8.25	8.50	9.05	9.30	9.55	9.80	10.05	10.30	10.55	10.80	11.05	11.30	11.55	11.80	12.05	12.30	12.55	12.80	13.05	13.30	13.55	13.80
Sham-chun Arr.	7.41	8.06	8.31	8.56	9.21	9.46	9.71	9.96	10.21	10.46	10.71	10.96	11.21	11.46	11.71	11.96	12.21	12.46	12.71	12.96	13.21	13.46	13.71	13.96
Canton Arr.	11.05	11.30	11.55	12.20	12.45	12.70	12.95	13.20	13.45	13.70	13.95	14.20	14.45	14.70	14.95	15.20	15.45	15.70	15.95	16.20	16.45	16.70	16.95	17.20

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton Dep.	8.10	8.35	8.60	8.85	9.10	9.35	9.60	9.85	10.10	10.35	10.60	10.85	11.10	11.35	11.60	11.85	12.10	12.35	12.60	12.85	13.10	13.35	13.60	13.85
Shumchun Dep.	7.17	7.42	7.67	7.92	8.17	8.42	8.67	8.92	9.17	9.42	9.67	9.92	10.17	10.42	10.67	10.92	11.17	11.42	11.67	11.92	12.17	12.42	12.67	12.92
Shuangshui Dep.	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.25	11.50	11.75	12.00	12.25	12.50	12.75	13.00
Fanning Dep.	7.30	7.55	7.80	8.05	8.30	8.55	8.80	9.05	9.30	9.55	9.80	10.05	10.30	10.55	10.80	11.05	11.30	11.55	11.80	12.05	12.30	12.55	12.80	13.05
Taipei Dep.	7.40	8.05	8.30	8.55	9.10	9.35	9.60	9.85	10.10	10.35	10.60	10.85	11.10	11.35	11.60	11.85	12.10	12.35	12.60	12.85	13.10	13.35	13.60	13.85
Market Dep.	7.44	8.09	8.34	8.59	9.14	9.39	9.64	9.89	10.14	10.39	10.64	10.89	11.14	11.39	11.64	11.89	12.14	12.39	12.64	12.89	13.14	13.39	13.64	13.89
Shatin Dep.	7.57	8.22	8.47	8.72	8.97	9.22	9.47	9.72	9.97	10.22	10.47	10.72	10.97	11.22	11.47	11.72	11.97	12.22	12.47	12.72	12.97	13.22	13.47	13.72
Yauwatt Dep.	8.11	8.36	8.61	8.86	9.11	9.36	9.61	9.86	10.11	10.36	10.61	10.86	11.11	11.36	11.61	11.86	12.11	12.36	12.61	12.86	13.11	13.36	13.61	13.86
Kowloon Arr.	8.17	8.42	8.67	8.92	9.17	9.42	9.67	9.92	10.17	10.42	10.67	10.92	11.17	11.42	11.67	11.92	12.17	12.42	12.67	12.92	13.17	13.42	13.67	13.92

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A MODERN ROMANCE OF SAILS.

93 DAYS FROM MELBOURNE TO QUEENSTOWN.

HOW THE OLD ARCHIBALD RUSSELL WON THE GREAT 1929 GRAIN RACE.

LAST SAILING SHIP BUILT BY BRITAIN.

Mr. Kenneth Atwill, a Melbourne journalist who served before the mast, tells in the *Daily News* the following interesting story of a present-day race in sailing ships around the Horn:

"Let me see the ship of this year's grain race that can beat me to Europe—only let me see her," challenged the skipper of the famous four-masted Finnish-owned barque *Hermosita Cecilia*, just before the captain-heavers began to rattle up her anchor chains to release her to the whim of the winds which blow up and down Spencer's Gulf, in South Australia. That was five months ago.

To-day the boastful captain will see that ship if he peeps inside the heads of the green-fringed picture-harbour of Queenstown County, Cork, for the ship which took up his challenge and won the race lies there resting like a marine greyhound at the anchor's leash. She beat the fleet, sweeping all before her in a grand race around the Horn and up to Ireland.

And that little rusty, grey-painted ship was laid at Scott's yards, Greenock, in 1905, the last square-rigged ship built by Britain. I am told her name is Archibald Russell, and although now she also belongs to Finland, every Briton whose nose wrinkles with delight at the tang of the salt should feel proud of the old four-masted barque which ran from Melbourne to Queenstown in 93 sailing days. In her holds is nearly 4,000 tons of Australian wheat. She was not the fastest to reach Europe, but she was the quickest.

No Land Sighted.

Between Melbourne and Cape Horn the brave westerlies behaved extraordinarily well, and the desolate Cape was passed 31 days after the pilot cast her off outside the heads of Melbourne's Port Phillip Bay. We didn't see Cape Horn, for it was 4 a.m. when we ran 60 miles below it, in the teeth of a freezing gale, sharpened by a slashing, driving rain. For that matter, we saw no land between Melbourne and Queenstown, except Deal Island, in Bass Strait, and another island with the discoloration of a black island that I forget where we saw it. We made no ports during the run, and saw no ships until we were well up north, somewhere near the Sargasso Sea, through the eastern fringe of which our course led. The loneliness was the more acute because our ship was not fitted with wireless, either sending or receiving.

By Cape Horn all hands were called on deck throughout the awful watches, and canvas had to be shortened until only five sails were left standing. These were the big foresail, three lower top-gallensails, and one jib. Their only effect was to steady the sea-battered barque;

the Cape Horn stream, which ran like a mad thing, took it where it would. Fortunately this was to safety.

From the Horn "we had a rotten chance," as the skipper Captain Sjogren, complained. And so it was. The average speed, through the south-east trade wind and up across the Line was little more than 100 miles a day—half the average speed of the whole passage.

Archie the Hustler.

But when we hit two degrees north we caught the north-east trade wind that fairly shivered the timbers of Archibald. She then came Archibald Hustle. This trade wind was not unusual, but it was exceedingly lucky. While we were dolldrumsing by the Line for five days, the captain said to me: "You will have something to write about. This is going to be a record trip, remarkable for its prodigious length. But I don't care about anything. The passage is spoiled!" Eighteen days later we were within two or three days of the order port, Queenstown. "What about it now, Captain?" I ventured. "Do you care?"

He took a sight of the sun, ordered a sounding to be made, apostrophised me for deviating from the course, and refused to answer. A Swedish captain is the most dismal manner on earth when everything goes dead wrong and the most non-committal soul when it is all dead right and easy going.

There was not a hitch up to Queenstown from the Line, except one perfect golden day of dolldrumsing on the Madeira latitude, and it was so glorious that nobody minded it. "This section of the long trip was the most delightful that a sailing ship could make. There was a thrill on the morning of the eighty-fourth day when the blurred outline of a three-masted barque was seen ahead on the port horizon. By dusk Archibald Russell had left the stranger far behind with as clean a pair of heels as the Gully Sark ever showed her contemporaries. She was the Finn, Penang, four months out from South Australia. She had left 29 days ahead of our fourmaster.

The Lolloping Mozart.

Eight days afterwards there was wild excitement aboard when another sailer popped up on the starboard horizon and was quickly overhauled. This time it was a four-masted barquentine, Mozart, which had left South Australia on the same days as Penang. Our square-rigged canvas belled beautifully in the strong aft wind which blew, but that wind was useless to Mozart's fore-and-aft rig, so that she lolloped along listlessly. It was, perhaps, this fact which decided the captains to come alongside and so, just after luncheon on June 3, latitude North 49deg. 11min., longitude West 13deg.

45min., witnessed what to-day is a rare spectacle—the glorious and inspiring sight of two becanvassed sea doyens sailing close abreast on the broad ocean, exchanging flag-signalled greetings and each telling the other of her hazards and adventures over the 17,000 miles that lay in their respective wakes.

The incident passed all too quickly, or rather, Archibald Hustle did, and upwards and across she raced to Ireland.

Before her masts were 19 young men, Finns and Swedes, one Frenchman, a Londoner, and the captain, three mates, and a writer, an Australian. Then there steward. And what a motley mixture! We all hated the sight of each other two months before it ended. The average age of the crew was 21 years. The captain was the eldest, being 34 years, but he had an older face, which betrayed 22 years of hard experience. He was a fine navigator, and could judge the augmentation of the moon's semi-diameter, or measure the right ascension of the mean sun or sidereal time, to a nicety.

A Fascinating Life.

It is a dirty, comfortable, fascinating life on Finnish sailing ships among the Scandinavians. It is glorious to lie in the tropics at night on the untroubled decks of the engineless ship. It is madly thrilling to race past another sailer, or to outstrip a steamer. But there is nothing to it. My salary was at the unhealthy figure of a shilling a month. If I kept on for another three years I should probably qualify for £3 a month. Nils, who is in this exalted class, when I asked him what he should do when they reach the unloading port, answered, with bated breath: "I have twenty-five shillings in my chest, and when we come ashore I shall eat it up."

At sea the filthy little joint in Antwerp, probably. And what after that. Oh, it is romantic, indeed. Now the Archibald Russell is swinging at anchor in Queenstown, awaiting her orders. The crew must chip and chisel; they cannot go ashore, but must just look and long for solid earth. They worked like madmen to bring her to her orders. And then they work like madmen to take her out again. Just as the work finished on the evening of Archibald Russell's arrival at Queenstown the tall top-sails of the vanquished Mozart came into view. The next morning, Penang came limping in. And so the great race is over and won. The old rusty Archibald Russell is the sailor's hero this year, for just a pack of rotten plates put-tied up with tar.

In we came, and time enough, 'cross Bilbao Bar. Overloaded, undermanned, meant to founder, we Eueched God Almighty's storm, bluffed the Eternal Sea!

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Diary of Coming Events.

Today (August 7.)	Friday (August 9.)	Saturday (August 10.)	Sunday (August 11.)
Water Polo: V.R.C. "B" v. Chinese "A," 5.30 p.m. Concert: St. Patrick's Hall, 9 p.m. Queen's Theatre: "Uncle Tom's Cabin." World Theatre: "13 Washington Square." Star Theatre: "Wickedness Preferred." Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 8.30 p.m. Times:—High: 10.40 a.m.; Low: 2.53 a.m. and 8.34 p.m. European Mails:—Outward: Europe via San Francisco (Tanjo Maru), 8.20 a.m.	Christian Fellowship meeting, Helena May Institute, 10.20 a.m. Billiards League: Buffaloes v. K.O.S.B., Garrison Mess v. Royal Artillery, Craigengow v. Royal Engineers, St. Patrick's v. C. and P.O.'s Club, Police v. Police Res. Queen's Theatre: "Wild Orchids." World Theatre: "The Boxer Bride." Star Theatre: "Red Lips." Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m. Times:—High: 12.42 a.m. and 12.25 p.m.; Low: 5.29 a.m. and 6.43 p.m. European Mails:—Inward: Europe via Negapatam (Dalgoma).	Extraordinary general meeting of subscribers to Kowloon Tong Building Scheme, 63, Kowloon Tong, 3 p.m. Y.M.C.A. Bathing Picnic, 3 p.m. Lawn Bowls:—Div. I: Craigengow v. Taikoo, Kowloon C.C. v. Civil Service, Kowloon Docks v.	Police, Bowling Green Club v. Recreation, Div. II: Taikoo v. Craigengow, Civil Service v. Kowloon C.C., Recreation v. Bowling Green Club, Yacht Club v. Electric R.C. Queen's Theatre: "Wild Orchids." World Theatre: "The Boxer Bride." Star Theatre: "Red Lips." H.K. Football Association Dinner to Mr. E. W. Black, Lane, Crawford's Restaurant. Times:—High: 1.18 a.m. and 1.20 p.m.; Low: 6.27 a.m. and 7.21 p.m. Dinner Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dances: H.K. Hotel and Repulse Bay Hotel, 8.30 p.m. European Mails:—Outward: Europe via Marseilles (Fushimi Maru), 8.30 a.m.



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WONDERFUL PERFORMANCE OF ITALIAN.

PAN-AMERICAN "TRAIL-BLAZER."

AVALANCHES, FEVER, AND
BREAKDOWNS.

Shrieking sirens of a motor-cycle police escort and congratulations from Acting Mayor McKee of New York greeted a wiry, little Italian race driver and aviator at the conclusion of the first successful automobile trip linking North and South America.

Jose Mario Barone, Pan American trail blazer, who left Rio de Janeiro more than two years ago in a 1922 Studebaker Light Six touring car, arrived in New York on March 1. Nearly 80,000 miles of plain and mountain, jungle and desert, lay behind Barone as he drove along Broadway to meet the welcoming committee at the City Hall, where he was presented by Judge Francis Mancuso of the Italian Historical Society, Count Roberti, Italian Vice-Consul, and Paul Vaccarelli, chairman of the reception committee.

Intrepid Adventurer.

The inter-continental trip from Rio de Janeiro to New York by automobile has tempted many dare devil drivers from Latin America, according to Barone, who states that more than two score cars have started north, with New York as their objective, and failed. Yet Barone and his battered Studebaker, which had seen more than 100,000 miles of "stunt" driving before the start of this journey, came through.

They came through despite avalanches, fever, and the vicissitudes of a long trail which cost the lives of three mechanics who had thrown in their lot with this adventurous little Italian at various stages of the journey.

Barone himself satisfies every popular requirement as the intrepid adventurer. He was a motor driver in Northern Africa with the Italian army before he was out of his teens.

At 34 he now looks back on a career as an aviator with the Italians during the world war, then as stunt driver, automobile racer, and one man motor car circus in Italy, Spain, Brazil and the Argentine. The crowning stunt of his circus performance is a "leap of death" in which he charges his car up a steep ramp, jumps a 30 foot gap, and lands on another ramp.

A Typical Latin.

He is a typical Latin—debonair, smiling, voluble, with a tiny silk Italian flag sewn on his worn leather driving helmet and another on the lapel of the extraordinary garment that serves him as overcoat, raincoat, and what not. He speaks no English, but one of his proudest accomplishments is the singing of "It's a Long Way to Tipperary," which he learned from some British Tommies during the war.

Most characteristic of this wiry little man's personality is the startling emblem found on his car—similar to the one painted on the fuselage of his plane during the war. It is a white skull and crossbones, superimposed on a big red heart. "My heart is ever in the hands of death," he will explain.

The car Barone used in staging his "circus" was the same 1922 Studebaker he so proudly drove into New York. It was purchased in 1924 as a used car. More than two years of stunting and racing was the "breaking in" it received for the trip which was to make transportation history.

The start of the tour was made in Rio de Janeiro, Brazil. With a companion, one Ugo Comelli, Barone started for Buenos Aires, arriving there 23 days later, and incidentally establishing a new record for this trip. To Comelli,

MOTOR NOTES

Barone had pointed out that the expenses of the trip could be met by racing and stunting en route. The first of his races was entered in Buenos Aires. With it occurred the first tragedy of the trip. Comelli was thrown from the car as it plunged over the rough course, and killed.

Swamps and Jungles.

Had Barone been able to visualize the hardships that lay ahead, the trip would have ended right there. But denied such vision, he struck off with a new mechanic, Casimiro Scuderoni. Heading north from Buenos Aires, they soon reached the end of anything that faintly resembled roads. With nothing more than a compass, a rough map, and the word of natives to guide them, they fought their way toward Bolivia.

Sometimes the way was open. More often they fought through the swamps and jungles of the interior, literally carving their road before them with machetes. Clinging vines and lush undergrowth were the least of their enemies, for fever stalked them at every hand. Barone fought it off, while Scuderoni slowly sank as they turned their course toward the Andes. In spite of the higher altitudes, there were days of delirium during which Barone's struggles with his companion were as racking as those required to move the car.

La Paz became a goal which meant the life of the mechanic. They crossed the Andes in the barren, stony region of Tres Cruces, where they were held up for two days by a blizzard. Finally they reached the city, but too late. Scuderoni never recovered from his fever. Barone pushed on, alone, toward Lima, Peru.

Progress during the first stage of this journey was fairly rapid. But from Cuzco to Lima dangers and difficulties beset the lone traveller in almost overwhelming numbers. The distance, as the crow flies, is some 300 miles. As Barone travelled, it lengthened to 500 miles. That leg of the trip required three and a half months of struggle through savage mountain wilderness. Natives engaged to help clear a way for the car plotted to kill Barone and steal his effects. Barone drove them away at the point of his gun, engaged other natives, and for two weeks ate nothing not prepared by his own hands for fear of being poisoned. His own supply of rations at last gave out, and for several days he was without food. At length—Lima, and fifteen long days in hospital before he was again ready to travel.

New Mechanic.

On again he went with a new mechanic, Eugene Oresci. Slow progress over mountain trails, an occasional stream bed, an infrequent railroad right of way, Guayaquil, Via Flores, Quaranza, Ambato, and at last Quito in Ecuador. Three hundred miles, and another four months.

Near Altaquer death reached again for Barone, and took his mechanic. The edge of a mountain trail gave way and the car plunged down the steep slope. Barone suffered a frightfully maimed hand and lacerations about the face and body. Oresci was crushed so badly that death seemed inevitable. But five miles up the mountain was a village. Blinded by sweat and blood, Barone bore his suffering companion to the cluster of huts. No doctor, only a priest, but by that time the priest alone was needed. Barone and the priest buried the man the next day.

The car was a wreck, crushed by boulders and half buried in the fallen rock. With the help of natives Barone literally took the car apart and carried it to the village. There, with his own kit and the aid of a local blacksmith, he re-built the car and went on, again alone. Another mechanic, Alessandro de la Torre threw in his lot with this miraculous midget of a man at Cali, Columbia. Together they struggled on. Travel was slower than ever. At length they reached Panama. The only way across the Isthmus was by the water—or the tracks of the Panama railroad. Armed with a special running order as an "extra train," and accompanied by R. E. Hopkins, Studebaker's Panama distributor who is an old time conductor, Barone took to the ties. After months of the jungle it seemed a boulevard to Barone.

Caught By Bandits.

Central America offered more struggle through jungle and swamp. Much of the distance Barone drove a burro ahead of him. If the burro sank in slime to his middle, Barone knew the car could not get through, and either cut a detour, or made a new roadbed in which the car would not sink over the habs. In spite of these precautions the car many times was mired so deeply that the wheels almost disappeared in mud and water. Punta Arenas and Costa Rica were behind them. Then Nicaragua, bandits and U.S. Marines.

Sandin's bandits caught him first. They took Barone's money, his gun, 10,000 feet of previous motion picture film. The Italian begged the return of some clothing. His car was such a dilapidated wreck that the natives thought it worthless, and finally allowed Barone to proceed.

The Marines gave him food and some clothing—and much advice. They forbade him to continue overland, and after he had cabled for funds, saw him load his car on a boat and start up the coast. Once past the Marine lines, he was soon ashore again.

At San Salvadore he was joined by Alfredo Massi, a boyhood acquaintance. Massi replaced his mechanic, who had had enough. Guatemala City, and then Mexico, where he found roads once again, and more bandits.

In Mexico Barone picked up his last mechanic, Harry Knauff, a Pennsylvanian who had come to seek his fortune in Mexico. But he was homesick for the north. He begged what became the longest hitch-hike in history.

The Battered Car.

Barone and his battered Studebaker crossed the border into the United States at Laredo, Texas, then followed a route through Oklahoma, Missouri, and Illinois to South Bend, where he showed his car to the men who had built it seven years ago. From there he followed the Lincoln Highway into New York City, to journey's end and a glorious welcome.

The worst part of the trip? Barone makes a grimace and says it was between Cuzco and the coast of Peru, before reaching Lima. No roads, hardly even a mule trail for much of that mountainous journey. He faced not only the antagonism of the savage natives, but hunger and possible failure through exhaustion of his gasoline and oil supply. His oil, in fact, was exhausted during one stage of this terrible trip. But Barone discovered that the Indians hoarded a sort of crudely refined pork fat in long bamboo containers. He secured a supply of this makeshift lubricant, which would flow after a fashion if sufficiently heated. It worked.

The crash which killed his mechanic, Oresci, was not the only one on this adventurous trip. Three other times Barone and his car took flying tumbles, but always the indomitable little Italian was able to continue. That repairs were often of the crudest sort is indicated by the reference made by a Panama newspaper to a home wheel on the car as it rattled into Cristobal.

(Continued on next column.)

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
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WHIPPET FOUR BEATS BIG FIELD.

IN AUCLAND RACES.

Since the introduction of the original Whippet four-cylinder model three years ago, it has established an outstanding reputation for its speed, stamina and roadability. Even in its initial year it was subjected to numerous tests in stock car races and hill climbs in every section of the country and because of its remarkable performance, quickly became the centre of

(Continued on next column.)

Barone bears many marks of his struggles. His right leg is badly scarred from the tumble in Columbia which killed his mechanic. There, too, he lost most of one finger, which was crudely amputated on the spot. As he was thrown out of the car he struck his forehead against the windshield. The bridge of his nose was cut so deeply that for months he was unable to breathe properly. His encounter with bandits in Nicaragua brought him a flesh wound in the right arm, where a bullet passed through his elbow just as he was aiming a shot at his assailants.

Some day in the future a great highway will be a bond of friendship linking the two Americas into one community. Then the experience of Jose Mario Barone will seem as far away and romantic as the first pioneer caravan of covered wagons that won its way to California across the great American desert.

attraction among the cars in the lower priced field.

Not alone did it prove its ability to cope with cars even far beyond its price class but it continues to maintain the reputation it has held for three years in the foreign countries.

The latest accomplishment of a Whippet Four was in three races against twelve other cars of both American and European make in a race programme at Auckland, N.Z. Entered in three of the events, the Whippet Four captured two firsts and one second, even though pitted against six cylinder cars, several of which had been specially equipped for increased speed. The car that won the race in which the Whippet finished second was an American built car of six cylinders, selling in the \$1,500 price class.

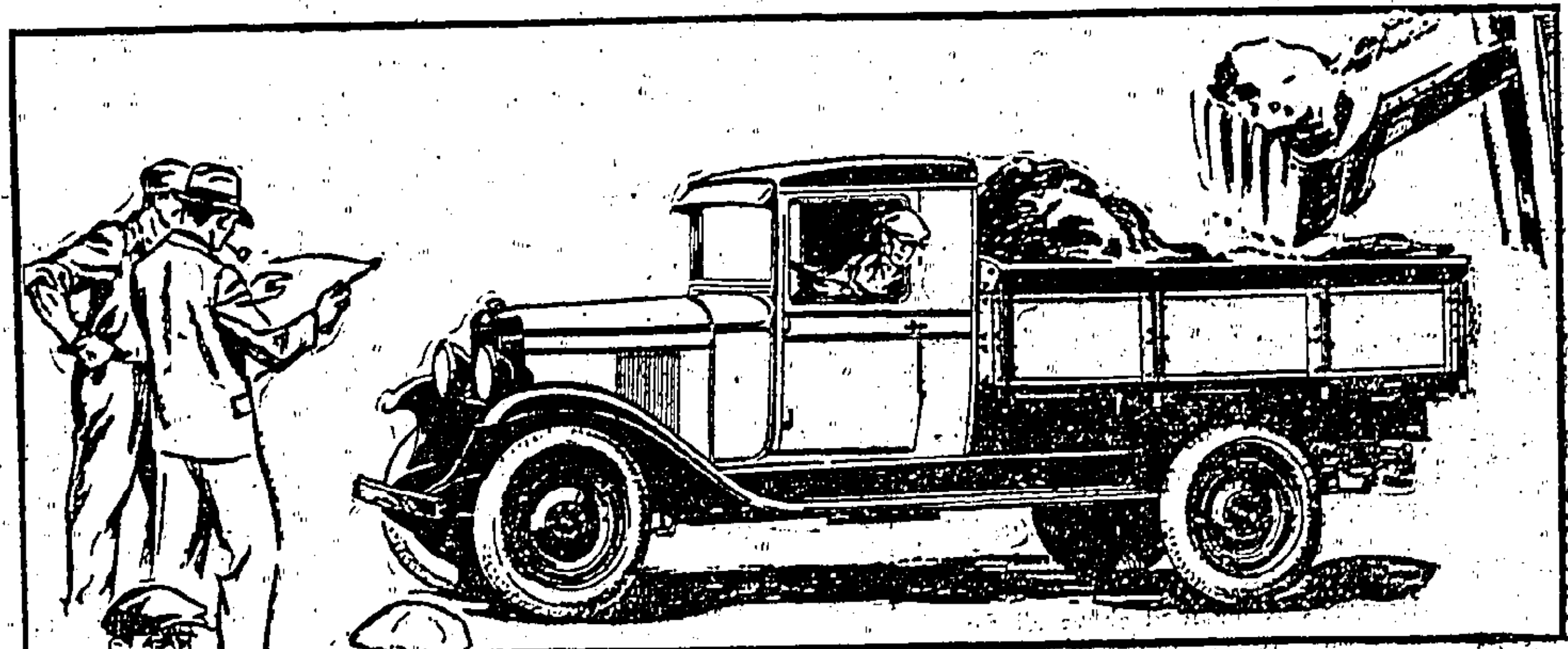
The races were run over a mile and a half track the major event, which was won by the Whippet Four, being a distance of 10 laps or 15 miles.

In the two races which the Whippet crossed the finish line ahead of the pack, it obtained the lead at the very start of the race because of its fast pick-up and getaway and never gave way to any of the other entries. Because of its low centre of gravity the Whippet was able to round the curves with safety at full speed whereas the other cars were forced to slow down.

The Whippet that showed the way home to its clays field of competitors in these races was a strictly stock model except for a change in carburetor and an exhaust manifold and the construction of a small racing body. Otherwise the car was the same as the thousands that already are in the hands of the driving public.

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You know the Ten Truck Requirements—let us show you how Chevrolet best suits your particular need.

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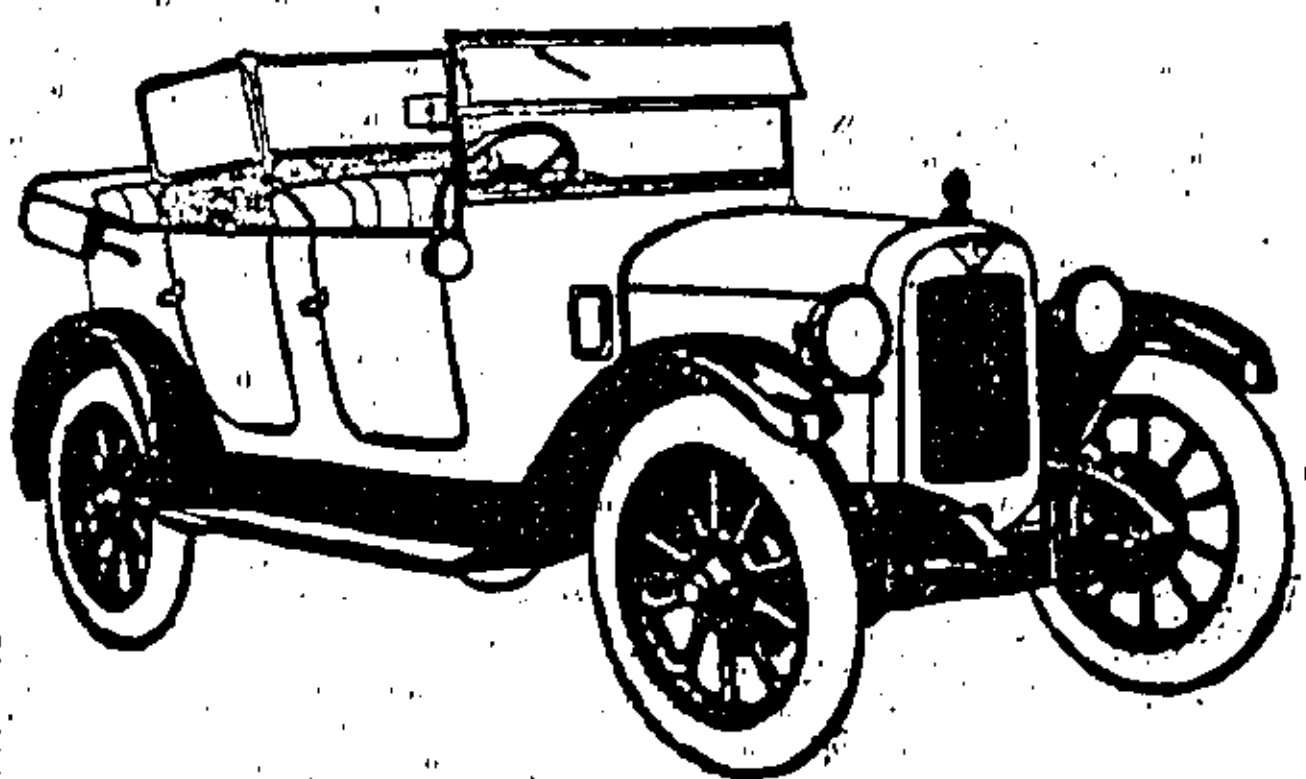
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[A.P.P.]

MOTOR NOTES.

CHINESE DRIVERS IN SHANGHAI.

SOME STRINGENT TESTS.

["D.P." Special Service.]

Shanghai.—Automobile drivers in the Chinese territory adjacent to Shanghai's foreign-controlled International Settlement and French Concession must prove their fitness by a series of tests far more scientific and searching than those exacted by the average American or European city.

Physique, vision, co-ordination, mechanical knowledge, information on traffic rules, ability to think clearly and capacity for handling a car are a few of the points taken up by inspectors at the Communication Division, Bureau of Public Utilities, of the City Government of Greater Shanghai.

W. Tan, chief of the division, is the man behind all this. He is an alert and well-educated Chinese who has travelled extensively and picked up all manner of ideas abroad. When the Nationalists captured Shanghai he was given the task of building up his department from the bottom, and this he has done in two years.

A Pack of Cards.

Tan looks with thinly veiled contempt upon the examinations accorded prospective drivers by his foreign colleagues of the International Settlement and the French Concession.

"See here," says he, holding up one of a pack of small cards. "Tell me how many red dots and how many green dots you can count on the face of the card. Look—seven red ones, nine green ones."

"By this simple test we have discovered that many drivers, coming here for Chinese licenses after successfully passing tests in the International Settlement, had been given foreign licenses although they were colour blind. The foreign inspectors never found out they couldn't tell the difference between the red and green traffic lights!"

Tan turns to a table. There he deftly arranges a toy street-car, several automobiles and two images

of Chinese traffic policemen with extended batons. They are laid out upon a miniature street crossing; the prospective driver is shown his "automobile" and asked to "drive" it from one point to another. Other vehicles must be manoeuvred to their proper positions, the traffic policemen must be so placed that they are giving proper signals, and the driver must conduct his machine along the proper route.

Some Explanations.

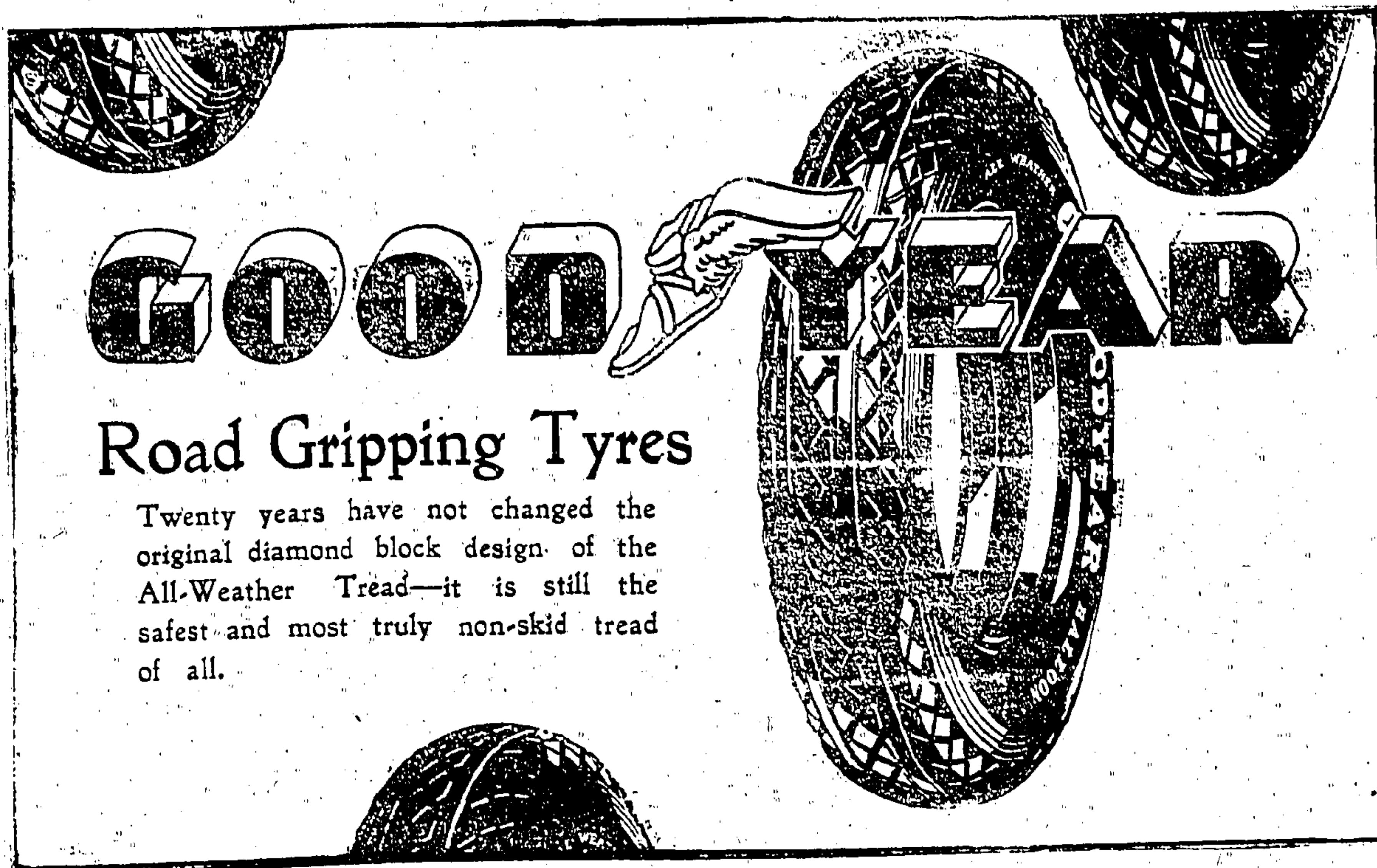
"We try to tell each driver why we want him to conduct himself thus and so," explains Tan. "We say, 'You must let the street-car go first. The street-car carries 40 or 50 people; you have only two or three; it has poor brakes, wound up with a handle; you have good brakes which you can use easily.'"

Thus Tan mixes in a liberal dose of driving ethics as he conducts his examination. Moreover, he insists upon asking many questions concerning care of the car. How often does the battery need water? Should engine oil be drained when the engine is warm, or cold?

"We never let a Chinese chauffeur get away with a clean record of answering all questions perfectly," Tan says with a smile. "We keep on asking questions till we trip him up a few times, so he can't go out feeling that he knows everything."

Measurements are taken of the applicant's body, to see whether he is strong and well-formed, particularly if he wants to drive heavy trucks and passenger buses. He is asked what he would do in a variety of emergencies. Then he is taken out, and tested by being made to back his car through a group of sticks placed close together. Finally he is tested in heavy traffic.

But the crowning achievement of Tan's administration will come in a few weeks when a special machine arrives from Germany. Seated in a dummy driver's seat with all controls before him, the applicant will watch a motion-picture screen and "drive" his machine through all manner of crises. Every touch of the wheel, clutch, brake and throttle will register on a graph. At the end of the test this graph can be compared with an ideal chart and Tan believes that the applicant's ability will be shown with the utmost clarity and no room for argument.



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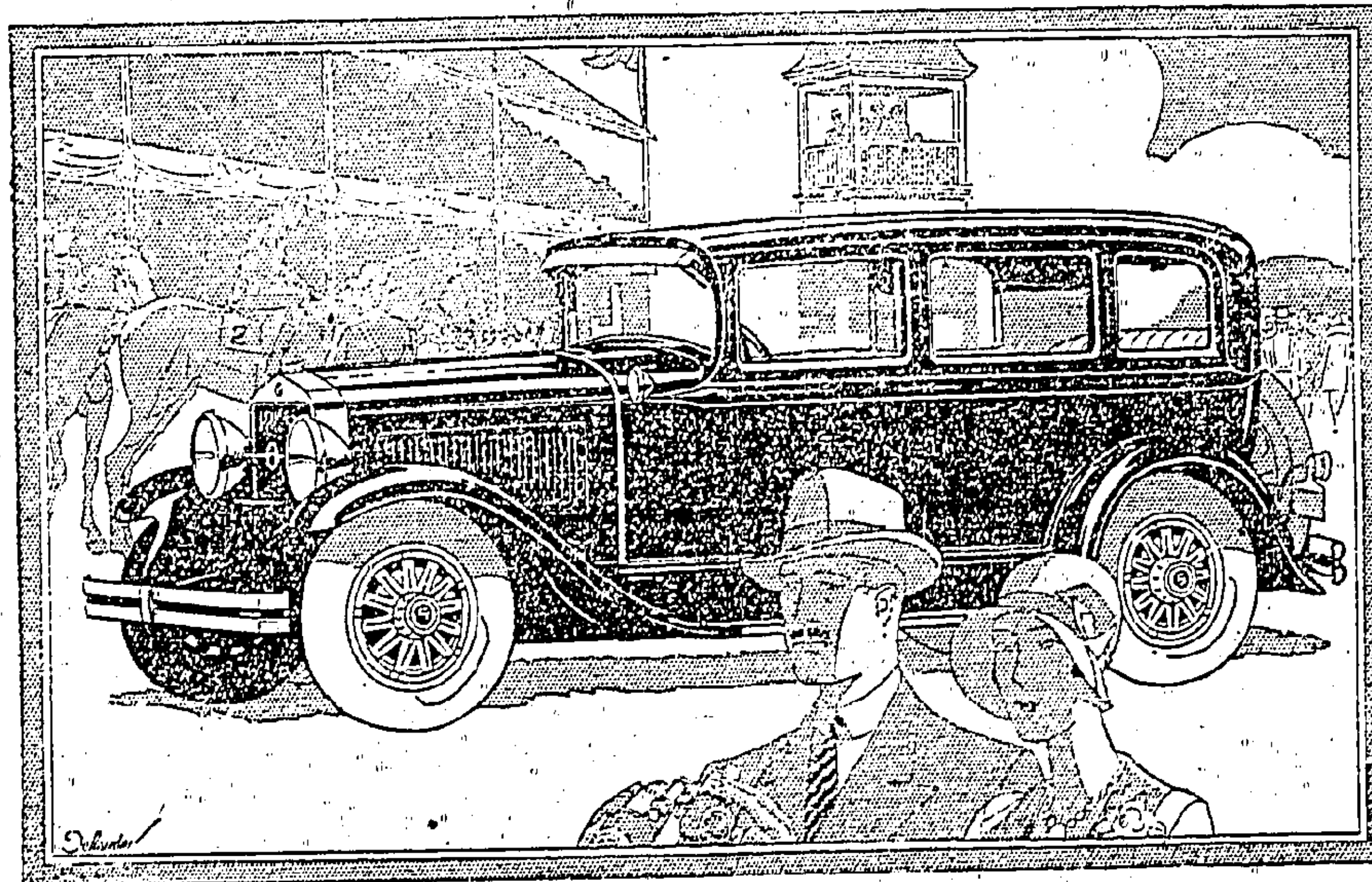
GERMANY'S MOTOR FUELS.

Fuel consumption in Germany is mainly dependent upon the number of motor-cars in operation, the requirements of industry being a factor of minor importance. While the number of motor-cars in 1923 increased by about 29 per cent, the consumption of petrol and benzole increased by nearly 33 per cent.

Consumption of imported petrol was 860,000 tons, consumption of petrol from the works of the I.G. Dyestuffs Industries 20,000 tons and of other petrol 10,000 tons, a total of about 900,000 tons, of which 175,000 tons was employed for industrial purposes.

Home-produced benzole was 380,000 tons and imported benzole 175,000 tons, the consumption for industrial purposes being 50,000 tons. The quantities of fuel left for motor-car consumption were thus 725,000 tons of petrol, 445,000 tons for benzole, and 15,000 tons of motor alcohol, altogether 1,185,000 tons, compared with 600,000 tons in 1923.

Choose a CHAMPION STUDEBAKER for your motoring



STUDEBAKER'S COMMANDER EIGHT SEDAN—Ball bearing spring shackles and hydraulic shock absorbers, standard equipment.

YOU will enjoy Studebaker's new Commander Eight for its eager performance and easy control. When you experience the thrill of touring in a Studebaker Champion you will never again be content with another car.

This Champion Studebaker converts minutes into miles with effortless ease. Its powerful straight eight engine revels in steep gradients or heavy going—speeds joyously across open stretches. Yet, because of Studebaker's advanced engineering, the petrol gauge creeps down very slowly.

You will appreciate the perfect comfort of The Commander. Ball bearing spring suspension and hydraulic shock absorbers smooth out the roughest roads. Deep-cushioned front seats can be adjusted as you like.

A trial run in a Studebaker Champion will show you how pleasurable motoring can be. Then you will understand why Studebaker is the world's largest builder of eights—and why Studebaker holds 11 world and 23 international stock car records for speed and endurance.

[Ball bearing spring shackles, pioneered by Studebaker, provide champion comfort to match champion performance. They form an almost frictionless "hinge" between The Commander Eight body and chassis.]

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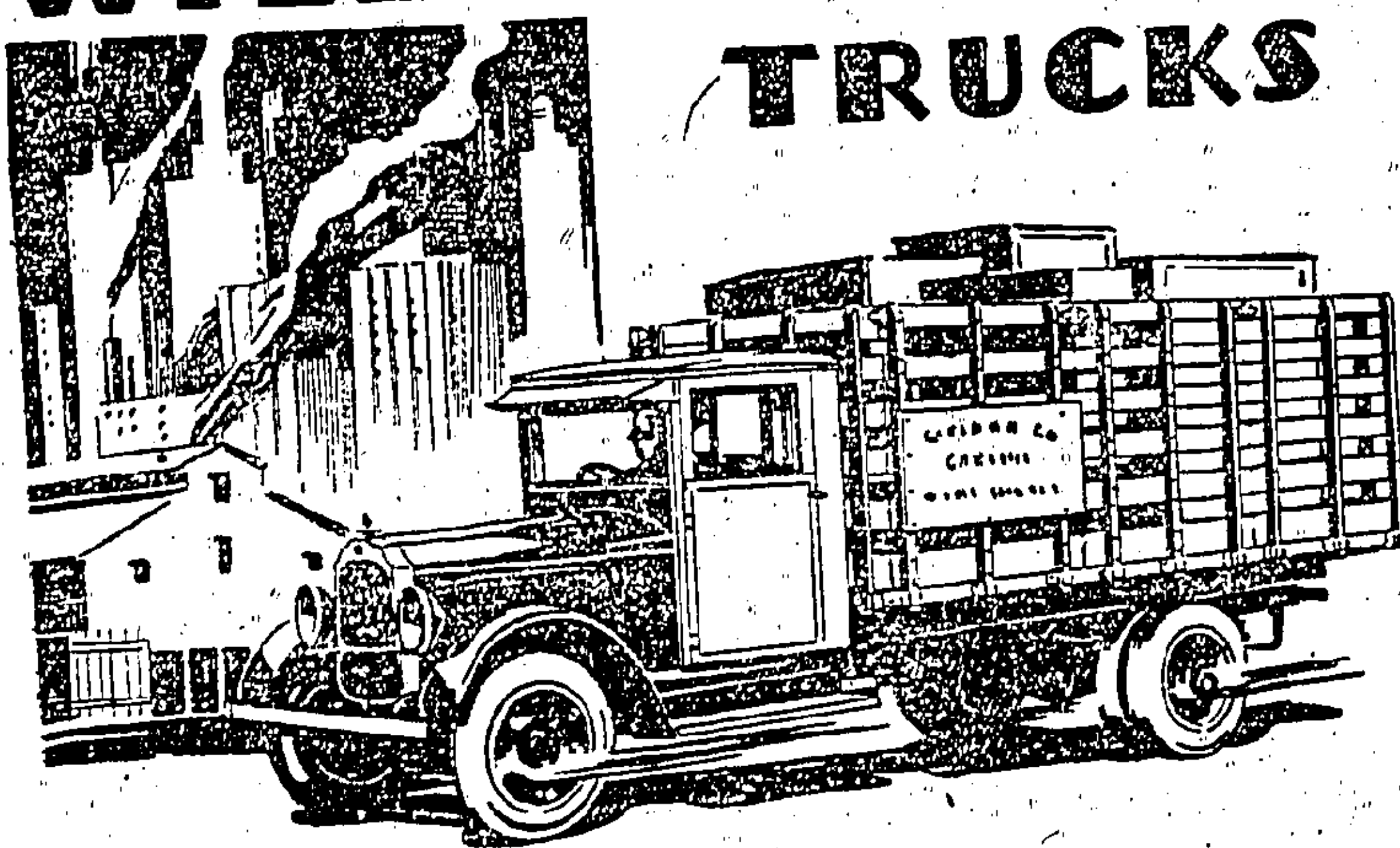
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ADVANTAGE OF
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BESIDES the patented double sleeve-valve engine, so notable for speed, power, stamina and economy, Willys-Knight Trucks embody many other important features for profitable transportation—including four-wheel brakes, heavy duty truck-type clutch and transmission, Hotchkiss drive, extra deep, low-hung frame, strong metal spoke wheels, chrome vanadium steel springs.

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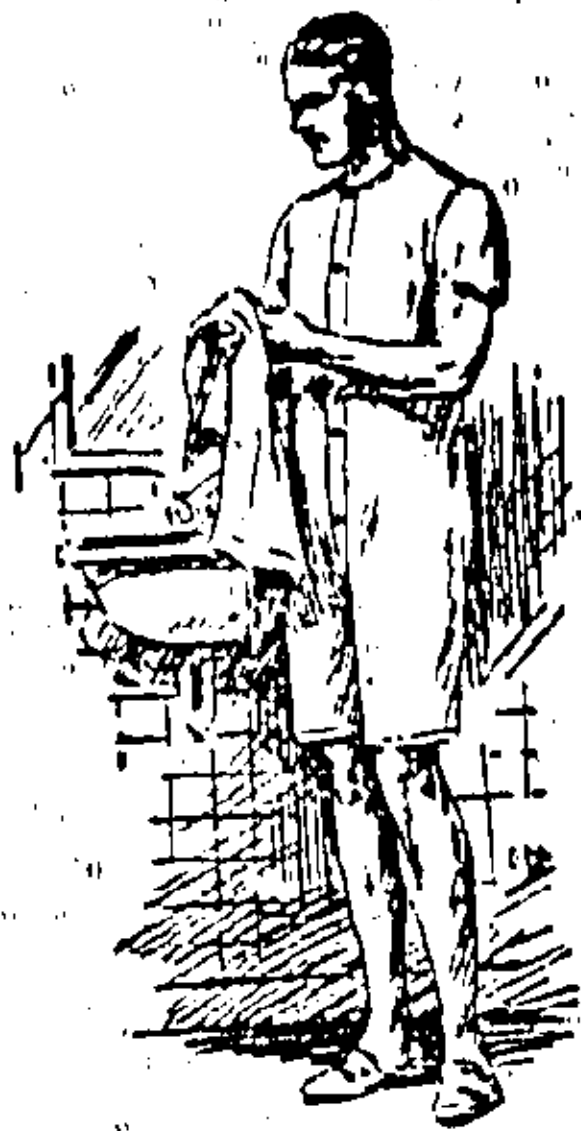
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GAUZE ... \$3.00 Each.
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What's Wrong With The Fire Brigade?

Disquieting Reports; The Government and Kowloon Tong; are topics dealt with in the Current issue of the "Weekly Press."

Stranded Steamship Gutted; Child Slavery In Factories; Illicit Opium Arrests, are other features.

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GREAT SALE

SECOND WEEK

WILL COMMENCE

ON

TUESDAY, AUGUST 6th.
FURTHER REDUCTIONS

AND

BARGAINS

IN ALL DEPARTMENTS

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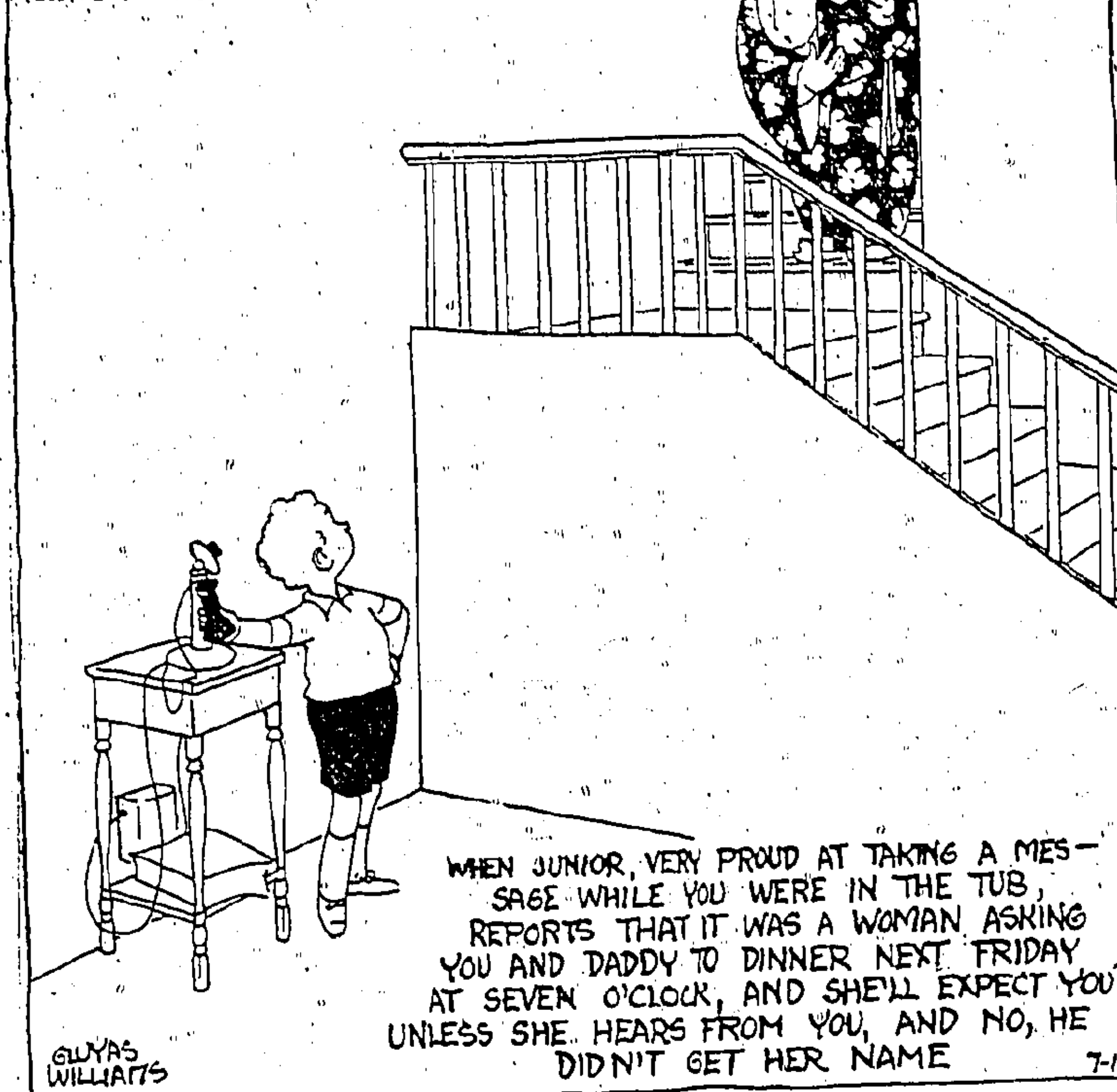
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THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS

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WHEN JUNIOR, VERY PROUD AT TAKING A MES-
SAGE WHILE YOU WERE IN THE TUB,
REPORTS THAT IT WAS A WOMAN ASKING
YOU AND DADDY TO DINNER NEXT FRIDAY
AT SEVEN O'CLOCK, AND SHE'LL EXPECT YOU
UNLESS SHE HEARS FROM YOU, AND NO, HE
DIDN'T GET HER NAME

KOWLOON TONG MARKET.

PLANS APPROVED BY THE
SANITARY BOARD.

SMOKE NUISANCE AND
WHITEWASHING.

At the meeting of the Sanitary Board yesterday—the President, Mr. N. L. Smith, proposed that the Board approve the plan of May 29, 1929, for the proposed Kowloon Tong Market, subject to the alterations proposed by the Hon. Mr. J. P. Braga.

Large Number of Stalls.

Mr. Braga in seconding the motion said:—I feel I must avail myself of this public meeting of the Board to record my appreciation of the reception accorded to my proposal two years ago to erect a public market for the rapidly growing district of Kowloon Tong. At first the original design submitted by the Hon. Director of Public Works was for a very modest structure indeed which, it was estimated, would cost the small sum of \$1,500. With that plan I was not satisfied, because I thought it could not possibly meet the requirements of Kowloon Tong residents. Thanks to the Head of the Sanitary Department (Mr. W. J. Carrie), I was given an opportunity to discuss the amended plan for a structure of a greatly improved design with a large number of stalls and better internal arrangements altogether.

To Cost \$10,000.

The Director of Public Works acquiescence in my suggestion for the keeping apart of the urinal from the market building proper under a separate roof is another of those improvements which have commended themselves to those Kowloon Tong residents with whom I had the benefit of discussing the amended plan. To the Vice-President (the Hon. Mr. H. T. Creasy, C.B.E.) of this Board also Kowloon Tong residents are thankful for agreement in suggestions I put forward on their behalf and in compliance with their wishes. From a sum of \$1,500 the estimate for the more pretentious building to conform with the amenities of the Kowloon Tong Garden City has grown to \$10,000. I hope with the adoption of the motion, proposed by the President, by all members of this Board, authority will be obtained forthwith from His Excellency the Governor to incur this comparatively small expenditure of \$10,000 to provide the Kowloon Tong Estate, with a market that has been felt now for some time as an urgent necessity. The motion was unanimously accepted by the Board.

(Continued on next column.)

MURDERED CZAR'S MILLIONS.

CLAIM BY ALLEGED
DAUGHTER.

NEW YORK CAUSE CELEBRE.

New York.—A fight for the late Czar's millions has been started by Madame Tschakowsky, who claims to be the Grand-Duchess Anastasia of Russia, daughter of the late Czar.

Her attorney brought an action in the courts with the object of compelling the United States banks to disburse the Czar's accounts. Thereupon Solicitor Kohler, representing twenty-three genuine members of the Romanow family, announced that he would move an injunction compelling the National City Bank and the Guarantee Trust Co., who are jointly administering securities to the amount of six million dollars for the Czar's account, to show why these securities should not be transferred to the surviving members of the Romanows.

Kohler, furthermore, intends to have all Soviet government accounts attached, a measure which is strenuously opposed by the American lawyer who represents the interests of the Soviet Government and who claims that the money deposited by the Czar is legally the property of the Russian state.

The Smoke Nuisance.

The President read a minute relative to the nuisance caused by foundries, smithies, and the like. The position of the Medical Officer of Health would, he said, be strengthened by the considered opinion of the Board. Mr. Wong Kwong Tin had made an excellent suggestion and he begged to propose to the Board; instead of his intended minute, that they should appoint a committee to consider what action should be taken with regard to nuisances caused by foundries, which could not be dealt with under the Ordinance against smoke nuisances, and that the committee should look into the matter and report to the Board. The committee he would suggest would be composed of the Medical Officer of Health, Mr. Wong Kwong Tin, Mr. T. N. Chau, and the Hon. Mr. J. P. Braga.

The Hon. Mr. H. T. Creasy seconded the motion, which was duly carried.

Lime Washing.

The President further moved, and the Board approved, that the work of lime washing be undertaken again by the Department during the 1929 to 1930 season.

Those Present.

The following gentlemen were present:—Messrs. N. L. Smith (President), H. T. Creasy, C.B.E., R. A. H. North, J. P. Braga, Dr. J. H. Pawcett (Medical Officer of Health), Dr. V. M. Koch, Messrs. T. N. Chau, M. E. Lo, Wong Kwong Tin and J. Watson (Secretary).

ROUND THE COURTS.

MISS GRACE HO TUNG
FINED.

Miss Grace Ho Tung was summoned before Mr. E. W. Hamilton yesterday for failing to produce her driver's licence when requested to do so by the Police on July 29, when was driving along Leighton Hill Road.

Miss Ho Tung admitted the offence and was fined \$5. His Worship remarked that the fine was always the same for this particular breach of the regulations.

THE SINCERE COMPANY
BURGLARY.

The case against the two men and two women who are charged in connection with the burglary at Messrs. Sincere's a fortnight ago is down for hearing on Tuesday at 2.15 p.m.

One of the defendants is charged with the actual burglary, while the others are accused of receiving. The man charged with the burglary made an appeal to Mr. Hamilton yesterday to release him, stating that he had an aged mother in the country who would probably die of shock if she got to hear that her son was in prison.

His Worship: Where is your mother?

Defendant: In Foochow. Please release me.

His Worship: I am afraid I can't release you because of your aged mother. You will have to stand your trial.

The Police are asking for the committal of all defendants.

CLOTHING THEFT.

Two Chinese were before Mr. Whyte Smith on charges of stealing sixty-two pieces of clothing from a house in Prince Edward Road and alternatively with receiving.

The first defendant pleaded guilty but the other denied having anything to do with the theft.

Inspector Phillips said that the first defendant had been a boarder at the complainant's house and that first defendant stole the clothing and went to Canton. On his return he was questioned and admitted the theft. The property was recovered from 18 different pawn shops. A number of these tickets were found in the second defendant's house.

The first defendant was sentenced to six weeks' hard labour and the second defendant who was convicted on the receiving charge was fined \$25 or three weeks' imprisonment.

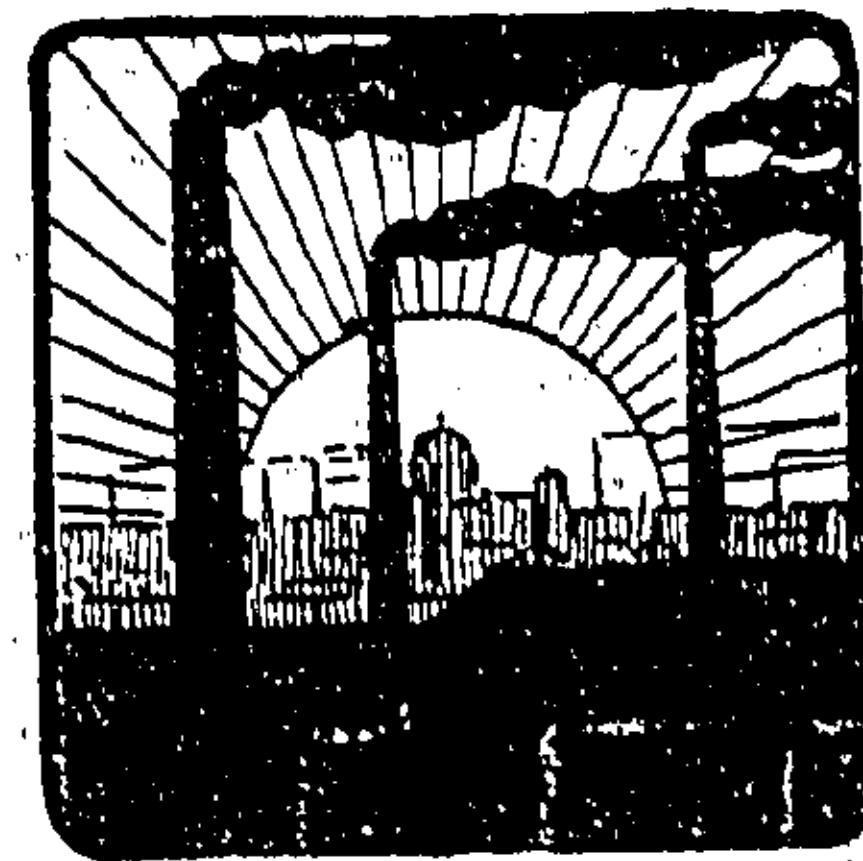
YOUNG THIEF GETS "WIND UP."

A young Chinese who was charged before Mr. T. S. Whyte Smith with stealing \$45.40 from an old woman living in a matchbox at Sheung Un Ling village, Kowloon City, pleaded guilty, and was sentenced to one month's hard labour. Defendant had been questioned immediately after the loss was discovered and he admitted the theft and led the police to the rear of his house where he had buried the money.

His Worship: He seems to have owned up very quickly. Inspector Phillips: Yes, he probably got the wind up.

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HUMOUR: ANCIENT AND MODERN.

"Your girl friend goes around a good deal, doesn't she?"
"Yes, in social circles."

"Do you live in the city?"
"No, just outside the city. Limits—we've moved to the 350th floor."

A Scotch professional golfer, after fourteen years of retirement, has resumed the game. Evidently he found his ball.

Mistress: "What did they have for breakfast at your last place?"
New Cook: "I dunno. They hadn't got up when I left."

CROSSWORD PUZZLE.

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Across.
1.—Poetical for ashore.
7.—A flower whose fate it may be to be eaten by its own head.
14.—A short period suggestive of lingering.
15.—A devotee.
16.—If the sun were this we should be colder.
18.—Keeps the door.
19.—Preferred the blood of an Englishman.
20.—Don't stumble over this.
21.—A ditch in the West Country.
22.—A Prefix meaning up to date.
24.—This girl is surely of the clinging type.
25.—What the fowler spread.
26.—The river of "bumps."
28.—The dirt type is the scene of fierce contests.
30.—A fairy from the Arabian Nights.
31.—Whitsun crowds gathered on these.
33.—A duck from Scandinavia.
35.—This is just as little as 32 down.
36.—See on 26 across, in eight.
38.—A flower just disappearing from our gardens.
40.—Venomous yet savoury.
43.—A confused fibre.
45.—A jar, or a jar will do it.
47.—You will find him in Tibet.
48.—A mixed one.
50.—A Cockney can take one thus spelled.
51.—Sometimes glad, but mostly worn out.
52.—Lenin took his place.
54.—Part of a motor.
56.—Kin.
57.—In form a table, yet not furniture.
59.—You gather this while ye may.
61.—A very junior servant of Mr. Rockefeller.
62.—The rosy-fingered goddess.
63.—A doubter who sounds as if he might have blood-poisoning.
64.—The villain's hands are occasionally this in gore.

18.—A lady whose name suggests the joie de vivre.
21.—What 11 down calls eggs.
27.—Réveillé in the tropics.
28.—The latter part of the adjective of stamp-collecting.
29.—A Turkish summer-house.
30.—You may be in this crossing the street.
32.—This is just as much as 35 across.
34.—Anglers do this gently.
37.—Still exist in Eastern Europe.
38.—An argument that will hold water.
39.—Matthew was a poet.
40.—Often more important than the play.
41.—The American reindeer.
42.—A city well known to 30 across.
44.—The counterpart, so to speak, of 1 down.
45.—Short for a State in Canada.
46.—You should always let your plans do this.
53.—A steak with Parliamentary connotations.
54.—She is a Rajah's bride.
55.—Gipsies do this.
56.—A Scottish Border name.
58.—The appropriate name of a coin in one of the new European States.
60.—Inferior but useful many a time.

YESTERDAY'S SOLUTION.

RUSE	RHINE	ACHE
E H	DEANERY	H V
CART	VICAR	MATE
IDIOT	GUT	FUROR
TAMPER	B	HUMANE
A P	REBULAR	D S
LOSS	BOSES	HEAT
F	PLEA	ATOM
STAY	DRIVE	STEP
E L	GODSEND	U I
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FIRE AT SHUIKWAN STATION.

CATTLE AND CHICKENS DESTROYED.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Aug. 6.

A big fire occurred at Shuikwai Station on the Canton-Hankow Railway last Sunday evening at 7 o'clock, about 8 cows and some 3,000 chickens and ducks being destroyed. The trucks with the live stock were all ready to start for Canton when a fire suddenly broke out in the poultry crates. The flames spread rapidly, the town being lit by the glare and the air filled with the fumes of the burning carcasses. The station staff and the Police did all they could to quench the fire, but owing to the difficulty of getting water, little could be done.

At this point a locomotive came upon the scene and drew the burning trucks away from the station, stopping near a big water tower. Here a supply of water, ordinarily used for filling boilers, was turned on the burning train. This proved most effective and soon the fire was under control, but every animal in the trucks had already been killed. The damage to the station was slight.

TWO RAILWAY FATALITIES.

There were two fatal railway accidents yesterday. Near Cha Shan a man of about 30 years of age was run over and instantly killed by a train of the Canton-Kowloon Railway. It appears that he was walking along the track and did not realise his danger till the engine was almost on top of him when his efforts to save himself were unavailing.

The station master, in accordance with the rules of the line, sent for the relatives of the dead man to come to the Head Office where they would receive \$10 compensation. But it is not yet known whether they have done so.

Almost at the same hour, on another part of the permanent way, a child of about 12 years was similarly run over, near Wong Sha Station. She was attempting to cross the line and was killed instantly.

MARSHAL LI TSAI HSI.

(Wah Ts: Yet Pao.)

SHANGHAI, Aug. 6. Mr. Wu Tze Hui says that Marshal Li Tsai Hsin, who is still staying at Tangshan, has decided to come to Shanghai shortly. Another report says that Marshal Li has sent agents to Shanghai to arrange for a residence.

WRECK OF THE LOK SUN.

COURT OF INQUIRY ON FRIDAY.

A Court of Inquiry will be held at the Marine Court, the Harbour Office, on Friday morning at 10.30 a.m. to investigate the circumstances of the stranding of the s.s. Lok Sun which went aground during the early hours of Sunday, July 14, on Samun Island.

The Harbour Master, the Hon. Commander G. F. Hole, R.N. (retired), will act as President of the Court and the assessors will be Lieut. Comdr. L. G. Haddington (H.M.S. Tamar), Captain Robert Hill (s.s. Phenix), Capt. Arthur Hall (s.s. Telemachus) and Capt. G. Andoe (s.s. Tinchow).

The s.s. Lok Sun was commanded by Capt. Herbert Robert Edmondson at the time of the stranding and Mr. Frederick Smith was Chief Officer.

INSTONE BANK AFFAIRS.

PUBLIC EXAMINATION OF MR. INSTONE BREWER.

LENGTHY QUESTIONS ON THE BALANCE SHEETS.

A MISLEADING STATEMENT?

"You are only fencing; you know what I mean." The Official Receiver used this phrase during the lengthy public examination yesterday of Mr. Noel Instone Brewer in connection with the winding-up of the Instone Banking Corporation.

The examination was conducted in the Supreme Court before the Chief Justice (Sir Henry Gollan), who reproved Mr. Brewer several times for the way in which he answered questions. He was told not to make speeches, and at another time not to use language of a certain kind.

Answering the Official Receiver (Mr. E. L. Agassiz), Mr. Brewer said that he was a barrister-at-law, and prepared the memorandum and articles of association of the Instone Banking Corporation. He attended to all legal matters with the exception of litigation.

The Official Receiver: You also have some knowledge of finance and accounting?—I think so.

You are responsible for the accounts as far as the Instone Banking Corporation goes?—Yes.

And you have been connected with the bank from the time of its inception to the time it went into liquidation?—Yes.

You were the moving spirit in the formation of it?—I took no part in the actual formation of the company. The whole idea emanated from me but I did not solicit shareholders.

Trustee Business.

Trustee business was intended to be a prominent feature of its activities?—Yes.

He agreed that in connection with the trustee business, the bank would act as financial advisers, and as highly respectable family solicitors.

The Official Receiver: Public confidence would be of vital necessity for your bank?—It was existent at that date.

You were appointed a permanent director of the Instone Banking Corporation?—Yes.

And continued to act as such until the company went into liquidation?—Yes.

You were also appointed President under an agreement dated March 1, 1927?—Yes. The company was incorporated on February 22, 1927, with a registered office at 25, Des Voeux Road Central.

Mr. Li Tung the Auditor.

At the statutory meeting held on August 16, 1927, Mr. Li Tung was proposed as auditor. He, Mr. Brewer only knew that Mr. Li was audited for fifteen companies.

The Official Receiver: What did you think of this qualification?—My first conclusion was that he was only qualified to audit Chinese books. My second conclusion was that on reading the Ordinance referring to auditing it was not sufficiently clear for me to upset a *fait accompli*. He took no steps to alter the position.

Don't you think that as your company worked with English books except at the branches, it would have been wiser to have had the books audited by a European firm? I certainly do and I arranged the auditing with Messrs. Lowe, Bingham & Matthews.

Absence of Working Capital.

The Official Receiver: One of the main causes of the company's failure was an absence of working capital?—I entirely disagree. The company never failed. We were prepared to pay the creditors in full and to let the shareholders receive a settlement amounting to 75 cents in the dollar. That is not failure, though it is a reverse.

You were never short of working capital?—I would not say that.

The Official Receiver: Why was it necessary at a directors' meeting on March 10, 1928, to pass a resolution saying that the directors must pay for their shares?—We were wanting to open two other branches.

Alterations in Balance Sheet.

On September 25, 1928, the question of going into voluntary liquidation was discussed?—Yes.

Less than three months after the publication of the balance sheet?—Yes.

The first report, and balance sheet covered a period up to April 30, 1928, and was presented for filing on July 9, 1928.

Mr. Brewer explained that the document as printed was altered during his absence. He had approved the typewritten draft, and had filed the printed copy although alterations had been made.

The Chief Justice: Was it not a serious thing to sign a document you knew to be inaccurate and file it?—It would be serious if I knew it to be inaccurate in a commercial sense.

The Chinese Way.

The Official Receiver: The only difference in the typewritten balance sheet which you say you approved, and the printed one which you say you disapproved, is the way in which the items give the company's capital?—Yes.

You were present at the meeting of directors which approved the typewritten one?—Yes, we all signed it.

Mr. Brewer agreed that the first printed proof of the balance sheet was signed by the auditor alone. Mrs. Brewer made the auditor sign it. The balance sheet had been altered during his (Mr. Brewer's) absence.

The Official Receiver: Why was the alteration made?—Because the auditor said that Chinese firms always set out their capital in that way.

Do you consider that a sufficient reason for altering the capital?—Learning of it after publication I saw no ground for recalling it.

Did you, before filing the balance sheet, draw the attention of the directors to the alteration?—Surely.

There is no record of that?—No. They were satisfied because they had not signed it.

Do you agree that the statement as to capital in the printed balance sheet is absolutely misleading and incorrect?—I do not agree. I am assured by the auditor that it is correct for a Chinese firm.

This was a British company under the Ordinance?—It is registered under the Ordinance.

The whole of the books were in English except those of the branches at Canton and Shekhi?—Yes.

Mr. Brewer said the amount of \$2,613,290 shown in the balance sheet described the issued and subscribed capital jointly. He agreed that one portion of the capital was never allotted and that the company did not receive a cent of it.

The Official Receiver: In November, 1927, did you transfer \$963,000 from issued capital to allotment suspense?—Yes.

Why was that done?—Because the applications were doubtful. Subsequently some became good.

One person had a thousand shares forfeited for non-payment. Do you consider that good?—I did not consider any of them good. That is why they were transferred.

Do you think they properly appeared in the balance sheet?—No, but I did not think there was a lie there.

How the Chinese Set Out Capital.

Is it misleading?—No. The balance sheet was only circulated among Chinese, and I understood they set out their capital in that manner. It would have misled me.

The Official Receiver: Do you let your Chinese auditor do what he likes with the balance sheet?—No. I was away.

He agreed that an amount of \$1,420,960 was given in the printed sheet under uncalled capital as a perfectly good asset. He believed that the item included 90 per cent. of the shares which had not been allotted.

With regard to an item \$10,000 cash at Singapore, Mr. Brewer said Mr. Lim Joo Sin bought some shares, paid for them and the money was handed to Mr. Leung Si Ki, the bank's agent at Singapore, who held them for expenses that would accrue in opening a Singapore branch. That man was, however, liable for that amount, and would have repaid the money as soon as the branch was opened.

The balance was never opened because the Government would not grant a licence. "Some expense had been incurred, but not more than a few hundred dollars. He did not believe it was \$4,000. He did not believe it was not his (Mr. Brewer's) fault. It was still in the hands of the company, Mr. Leung being the agent.

Mr. Brewer Reproved.

Dealing with promissory notes given to shareholders to the value of approximately \$31,000, Mr. Agassiz asked if cash passed, and Mr. Brewer answered in the affirmative.

Mr. Agassiz suggested that certain entries were cross-entries.

Mr. Brewer: They are not. That is a lie.

His Lordship: Don't use language of that kind here.

Mr. Brewer: I withdraw the remark, my lord.

Only \$200,000 Cash?

Asked to say whether the company paid a sum of \$20,000 shown as due to the Company on January 1 this year, Mr. Brewer said that he was never asked for it. People were ready with their money before the emergency, but there was difficulty in getting them to pay after the crash.

The Official Receiver: Do you agree that apart from loans made to shareholders by the Company on promissory notes and on receipt of the actual cash received by the Company in respect of shares never exceeded \$200,000?—The cash had to come in before making loans.

I put it to you that you had no cash to make loans?—We had to have cash to make loans.

And you say that there were six lakhs of cash in June, 1927?—I say that that sum of money came in and we made loans. May I define "cash"?

The Official Receiver: You are only fencing; you know what I mean.

To a question by His Lordship as to how many shares were applied for in the Company, the Official Receiver explained that the number was 28,000 according to the balance sheet. Mr. Brewer accepted this figure and said that no application money was sent in in respect of those shares.

His Lordship: How much money was advanced on these promissory notes in order to pay for the shares?

Mr. Brewer: We advanced 90 per cent. and took promissory notes. The security was cash. It is not my invention, but you will find it in any book of economics.

Answering other questions of the Official Receiver, Mr. Brewer said that the total amount received for shares up to May 30, 1927, was \$37,000. That was before the granting of loans. The balance of cash in hand at the end of May was \$9,330.

No cash was paid until the 29th of that month when \$5,000 was paid as security in bank notes. The following day there was a further receipt of promissory notes security amounting to \$45,000. This was actual cash.

Do you swear to that; you are on oath?—I cannot swear to that; I know what I say.

Loans Totalling Over \$600,000.

The Official Receiver: During the month of June the books purported to show loans amounting to over \$600,000.

I put it to you, you had not the money to make these loans?

Mr. Brewer: We had.

Mr. Agassiz: In promissory notes and receipts?

Mr. Brewer: That is the ultimate result.

Mr. Brewer and the Instone Trading Company.

Explaining an item of \$432,000 included among the six lakhs as advanced to Mrs. Brewer, which it was suggested was done without any security, Mr. Brewer said that she was the trustee in respect of those shares and as in the case of the shares a loan was taken out to pay it. He agreed that further loans to shareholders amounting to \$142,000 were made in July, 1927.

The Official Receiver: The loan of 75 lakhs appears as a good asset?

—Yes.

There are still outstanding something in the neighbourhood of four lakhs?—Yes.

If they were good debts why did you not collect them?—I tried my best to collect and I did collect some.

Insignificant items?—Absolutely.

You were in increasing need of money from day to day since July last year, and there was so great that you had no money to meet solicitors' fees in connection with the action which was before the Court recently, and you practically consented to judgment?—Yes.

Answering other questions Mr. Brewer explained that the transfer of shares of his wife, Mrs. Dorothy Brewer, was to enable the Instone Trading Company to carry on an import and export business in conjunction with the Bank. This Company did not start business, but had it not been for the closing of the Bank it would have made a lot of money. He agreed that this transfer was backed by promissory notes.

Turning to the assets shown in the balance sheet, the Official Receiver asked if anyone would deduce from it that the Shekhi premises were, in fact, mortgaged for \$150,000. Mr. Brewer replied that it appeared in the balance sheet as a "specialty debt" which was the usual legal term used by the Registrar. Pressed further, Mr. Brewer agreed that to him the printed balance sheet did not disclose a mortgage.

The Hong Kong Premises.

Questioned regarding the premises in Hong Kong purchased from one of the directors for \$240,000, Mr. Brewer said that he ascertained later that the seller made \$35,000 profit on the deal. An offer to buy the property from the Company for \$250,000 was later received, but refused. In the commercial sense, therefore, the property was then worth more than it was bought for, although the value fell later.

After questioning Mr. Brewer on the amount of current accounts and fixed deposits, the Official Receiver put it to Mr. Brewer that the capital balance sheet showed the capital subscribed as \$2,600,000 which was not the case.

(Continued on next column.)

RIDER MAIN SERVICE

TWO HOURS DAILY FROM TO-MORROW.

The Government announce that starting from to-morrow (Thursday) a two-hour supply will be given daily in each of the rider main districts. The supply will be at different times for each of the six rider main districts, but the timetable is not yet available.

In the principal mains the length of the daily period of service will be increased by one hour from 9 a.m. to 7 p.m. daily.

According to the P.W.D. estimates this supply will involve a daily expenditure of 63 million gallons as against the 44 million gallons of the twelve-hour street fountain supply.

Yesterday morning's estimate showed that there were 1,284 million gallons in the Island Reservoirs. If the drought were to set in again as vigorously as last year there is on the Island enough water to last for 195 days or till near the end of February. But the present rains are far more likely to go on for some time and in any case the harbour pipe line will be completed by the end of the year and a steady supply from the Shing Mun should be available.

Appeal to Landlords.

Meanwhile an appeal is being made to landlords to see that taps are replaced; leaky joints etc., remedied and that there shall be a minimum of loss through leakage.

The continuance of the rider main supply will depend largely on how landlords and tenants co-operate with the authorities to stop wastage. The well known Chinese tendency to let a tap run rather than turn it off, especially if "not my piggy bank," will, it is hoped, be curbed by the remembrance that the Government may at any time return to the street fountain service.

The Tanks.

The Water Control Office informed our representative that all stand pipes, draw off taps, wooden covers and float indicators anything in fact that can be stolen—are being removed from the tanks and carefully stored, in case they should be needed again.

If the rains continue and Typhoon Tuk, now 44 feet below overflow, is duly filled the tanks will probably be dismantled.

The Water Control Office is now winding up its affairs and everything with regard to the crisis is over—except footing the bill!

H.K. AMUSEMENTS, LTD.

PURCHASE VALUABLE KOWLOON SITE.

An interesting purchase was made at yesterday's sale of Crown lands, the Hong Kong Amusements, Ltd., buying for \$103,000 a valuable site in Kowloon. Described as Kowloon Island Lot No. 2836, it is at the junction of Nathan Road and Kansu Street, its area being 15,000 square feet.

Interviewed by our representative, Mr. Lo Kan, one of the Directors of Hong Kong Amusements, Ltd., said that at present he could say nothing as to what they were likely to do with the site. They hoped, however, to make a statement in the course of a day or two.

The Official Receiver suggested that the balance sheet was absolutely misleading as regards assets and liabilities in that it concealed the lack of working capital. A man of ordinary intelligence would conclude by looking at it that a large amount of business was being done.

Only Bonds and Trustee Business.

Mr. Brewer said that the Bank refused current accounts and deposits as they favoured only bonds and trustee business. He did not agree that the balance sheet was misleading, except for an entry of \$280,000 which should not have been shown as it was an inter-branch item. He was assured by the auditor who prepared the balance sheet that everything was in order.

The Official Receiver: Did the auditor run your Company?—I accept full responsibility, but I did not make this balance sheet. I admit it may be misleading to an Englishman, but the auditor assured me that it was the customary way of preparing it. There was no lie.

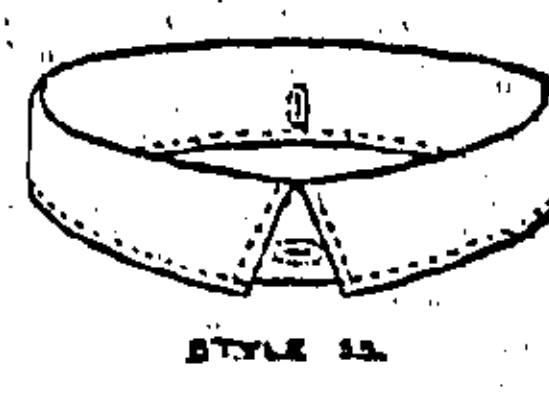
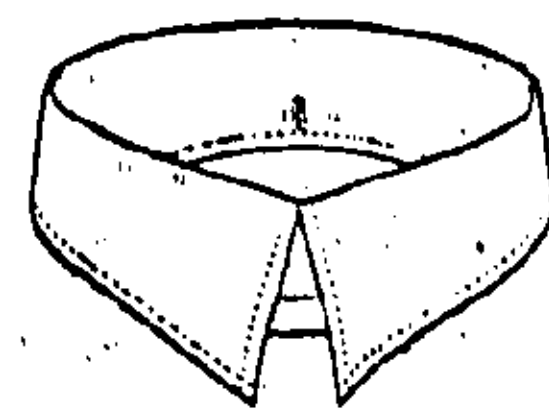
Following observations by His Lordship as to the difference between something which is misleading and something which is a lie, the Official Receiver asked Mr. Brewer why he did not use the ordinary method of calling up money as required. Mr. Brewer replied that although there were applications for two million dollars, he was satisfied to carry on with \$200,000 as he did not wish to have too much cash. He thought money would come in freely, but he was wiser after the event.

This closed the Official Receiver's questions, and the Court adjourned until 10.30 a.m. to-day.

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NEW ADVERTISEMENTS.

HONG KONG WATER SUPPLY.

IT IS HEREBY NOTIFIED that Commencing on THURSDAY, 8th INSTANT, WATER WILL BE TURNED OFF FOR TWO CONSECUTIVE HOURS IN EACH RIDER-MAIN DISTRICT DAILY. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the WATER AUTHORITY, the SECRETARIAT FOR CHINESE AFFAIRS, or at the TUNG WAH HOSPITAL.

Water will not be turned on the Houses where Pipes and Fittings are found to be defective. The Principal Mains will be CLOSED Nightly from 7 P.M. to 8 A.M.

HAROLD T. OREASY, Water Authority. Public Works Dept., Hong Kong, 6th Aug., 1929. [8306]

NOTICE.

THE Interest and Responsibility of Messrs. GEOW KEE and HO SUI, formerly Partners in the Firm of CHUNG LEE & CO., carrying on Business as BUILDING CONTRACTORS at No. 115, WANCHAI ROAD, ceased on the 28th July, 1929.

CHUNG LEE & CO., Ltd. Lai Shui Kai. 8202.

NOTICE.

WE beg to Notify the Public that we have received the following Telegrams from Messrs. GABBY & DANIEL, M/Agents for GUZDARS KAJORA COAL CO., CALCUTTA: "Please publish in 'Papers that Guzdars Kajora Colliery working satisfactorily and output increasing." "We have Cancelled N. MODY & Co.'s Agency for Guzdars Kajora and Damaguna Coal Companies." "We appoint your Firm (PATTEL & GHADIALI) as our SOLE AGENTS for Guzdars Kajora Coal for Hong Kong and China.—Wilcard."

PATELL & GHADIALI, Sole Agents for Guzdars Kajora Coal Co., Hong Kong, August 7th, 1929. [8204]

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of Fifty Cents Per Share has been declared Payable on TUESDAY, 27th AUGUST, Next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, CANAL ROAD EAST, BOWLINGTON, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the COMPANY will be CLOSED from TUESDAY, 13th AUGUST to MONDAY, 26th AUGUST, 1929, Both Days inclusive.

By Order of the Board, W. F. SIMMONS, Secretary. Hong Kong, 6th Aug., 1929. [8303]

KWANG TUNG ELECTRIC SUPPLY CO., LTD.

CANTON, CHINA.

TENDERS.

THE above Company is open to receive TENDERS up to SEPTEMBER 15th, 1929, for a Diesel Electric Station. Specifications can be obtained by applying to the Company's ENGINEERING DEPARTMENT. [8201]

IN H.B.M. CONSULAR COURT AT AMOY.

BANKRUPTCY JURISDICTION.

No. 3 of 1928.

Re: TAIT & CO., ex parte F. B. MARSHALL.

TAKE Notice that the above named Bankrupt has applied to the Court for his Discharge, and that the Court fixed the 22nd DAY of AUGUST, 1929, at 10 O'CLOCK in the Forenoon at Amoy for Hearing the Application. Dated this 23rd day of July, 1929.

W. D. RUSSELL, A.C.A., Receiver. 8200.]

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INTIMATIONS.

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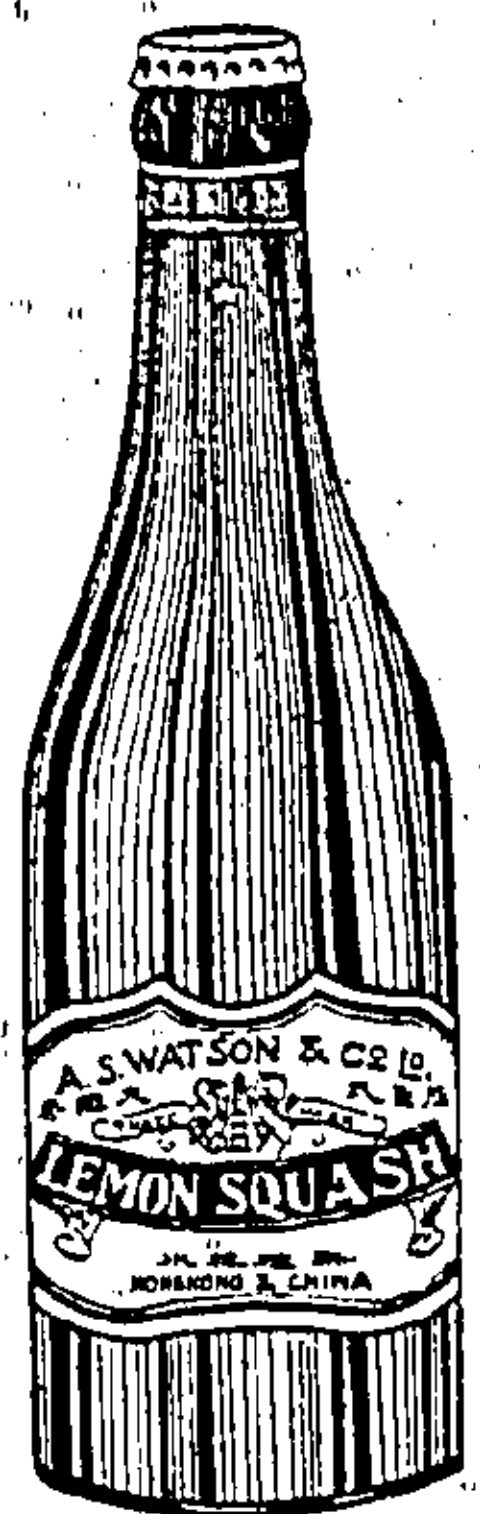
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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.05 p.m., stated:—

Pressure continues highest in the Pacific to the East of Japan.

Depressions remains over Shanghai, Tongking and to the South-east of the Loochoos.

Local Forecast:—S.E. or variable winds, cloudy, occasional rain.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 7, 1929.

BRAINS AND BUSINESS.

If the average resident in this Colony were asked by some visitor impressed by the appearance and activity of Hong Kong:—"Who made this place," the answer which would rise most readily to the lips would be:—"British merchant adventurers." The geographical position of the place, and British administration and sea-power made the achievement possible, but it was, after all, the adventurous trader who established Britain's position in the Far East. Long before consular jurisdiction in China was heard of, enterprising London merchants sent their ships to Canton, and the growth of Hong Kong was the inevitable development of that trade. But the expansion of Hong Kong was due in the main to individuals who saw that with this place, under British rule, to work from, money could be made by trading with China. Without men of this type—having energy and vision—Hong Kong would have remained, like Wei-hai-wei, a mere anchorage for Britain's China fleet, a Chinese refuge from the political turmoil of Canton, and the site of a few shipping and wholesale merchants' offices. The great British firms were founded, in many instances, by young men who left the security of stools in the offices of established concerns to set up in business on their own account, and to start the perilous adventure of trade with a half-hostile China. These men settled here and had their hearts in the place. It was their home, and they did not look with regret after each ship that left the harbour or count the days towards leave or retirement on a competence. They had got used to the East, they liked the Chinese, and they found that England bored them, when they did take a spell of leave in the Home country. But above all they had their own business, they were engaged in the great and fascinating game of Chinese trade. They were in a position to gamble and take risks. If they lost, they still had the great asset of their knowledge of the game; they could start all over again, and in a few years make good. They set the pace, the Government, the banks, and the firms at home having to follow.

The position to-day is different. The Colony is safer, healthier and more pleasant to live in. One can play bowls or tennis and go to the pictures as against taking to work and adventure in sheer *canai* or as an alternative to amusements of a nature that cut short the careers of some of the earlier settlers. The businesses founded by the pioneers have become limited companies under careful and capable management. But the controllers of limited companies do not enjoy the free hand of the man who owns the concern and can do what he likes. Councils of war never fight, and the management of a limited company is essentially a council of war. The safe course is taken—not the risky and adventurous. It is significant that while big money is still to be made in Hong Kong and we have a number of millionaires, there is not a single Englishman of at all comparable

wealth to many leaders of the Chinese community. Only one or two of the big British firms has on its staff men bearing the firm's own name. The Jardines, for example, are now domiciled in England. The University has been mainly endowed by the generosity of Chinese merchant princes, and there is no European of the position of the late Sir PAUL CHATER, who made a big fortune helped many institutions lavishly, and was a power in the place for good.

It is sometimes said that the limited company has taken the place of the individual merchant prince, and that the most a man can be, especially in Hong Kong, is a successful manager and director. In other parts of the world the careers of HENRY FORD, ROCKEFELLER, the late HUGO STINNES and Lord Melsheim hardly support this view. The foreigner has always been faced with difficulties in China. The position has certainly changed, and the Chinese have taken into their own hands much that was formerly left entirely to Europeans. The political turmoil is greater than ever, and yet it does not seem to affect the trade of the Republic, which in some amazing fashion continues to expand. The good trader is the man who supplies that which is genuinely needed—oil, cheap cars, sewing machines, or chemical fertilisers, for example. China has an avidity for the things of the West, and it is necessary here in Hong Kong, a great and growing base of British trade, to attract young men of enterprise who will carry on the British commercial tradition of energy, honesty, and usefulness to the land of their adoption. There is reason to believe that before long China trade generally will revive, and that this Colony will enjoy a full share of the prosperity which will follow. There are enormous areas quite close to Hong Kong which offer opportunities for enterprising men keen enough to go out and look for business instead of waiting for it to be brought to them. It is no easy matter, in this centre of big business, English and Chinese, to keep the individual in mind, but the British position in China will have to be maintained by men of the quality who did big things in the past.

One Chinese case of diphtheria was reported during the three days ended on Monday.

An interim dividend of 50 cents per share has been declared by Hong Kong Tramways, Ltd., payable on Tuesday, August 27.

The Football Association's farewell dinner to Mr. F. W. Black will be held in Lane, Crawford's Restaurant at 8 p.m. next Saturday, August 10.

Captain A. N. Dowding, R.N., assumed command of H.M.S. Cornwall on Monday. Captain the Hon. W. S. Leveson Gower, D.S.O., R.N., who formerly commanded H.M.S. Cornwall will be leaving for England in the near future.

An advertisement appearing in this issue announces that Messrs. Patell and Ghadiali have been appointed sole agents in Hong Kong for the Guzdars Kajora Coal Company of Calcutta. The colliery is working satisfactorily and the output is increasing.

On Monday next, August 12, the German Consul will hold a reception in celebration of the anniversary of Constitution Day. The proceedings will take place at the Hong Kong Hotel, on the first floor, and the Consul will receive visitors from 11.30 to 12.30.

After 4 days of captivity M. Piva, Italian engineer employed on the Lunghai Railway, has been released from the clutches of Honanese bandits. The engineer was captured at Loyang, Honan, on June 14. A ransom of \$50,000 was demanded by the brigands. M. Piva's release came as result of the efforts of his Consul, coupled with cooperation by the Chinese authorities.

A Chinese woman living at the Great Eastern Hotel yesterday lost a hand bag containing \$30. According to a report made to the police, she left the article on a counter at the Sincere Company, and later it had disappeared.

Two prisoners serving their time in the Victoria Gaol are to be brought before the Magistrate for an offence against the prison rules. The chief offender is a long term convict, who is alleged to have made an attempt to escape with the assistance of the other, who will be charged with aiding and abetting.

While the Yaumati ferry launch "Man Shun" was on a trip to the Hong Kong side yesterday, a woman attempted to commit suicide by jumping overboard in mid-stream. A seaman from the tow launch Tung Yick rescued the woman, who was sent in a state of collapse to the Kwong Wah Hospital.

About a hundred Chinese members of the Water Police paid their last respects yesterday at the funeral of a colleague who was buried in the Homantin Cemetery. Sin So, the deceased joined the Water Police in 1910, and he was the boss of No. 2 launch. He died suddenly while on a visit to Capatsum village. Wreaths were sent by the European officers of the Water Police Station and the Mess.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 9 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

Looking Back 25 Years.

The water-return received by us yesterday, discloses the level and storage of water in reservoirs on the 1st instant. Tiam-tam stood at 164 inches below overflow, the bye-wash reading 19.11. Pokfulam was 14.1 below overflowing level, and Wong-neichong 11.7 below. The table showing storage gallons was thus set out:—

1903 1904

Tiam-tam 354,500,000 373,250,000

Byewash 7,345,000

Pokfulam 65,010,000 63,350,000

Wong-neichong 30,398,000 16,996,000

Total 450,253,000 460,941,000

The consumption of water in the city of Victoria and in the Hill District during July was 133,702,000 gallons, as against 138,353,000 in the corresponding month of last year. Calculating on the basis of an estimated population of 231,500, this makes the average consumption per head per day 19.2 gallons. In July 1903, when the individual daily consumption was 20.3 gallons, there was a constant supply. On the Kowloon Peninsula, which has a population officially estimated at 22,800, the July consumption was 15,384,000 gallons, or 7.2 gallons per head per day. Last year, in July, when the population was six thousand less, the individual average worked out at exactly the same figure.—*Hong Kong Daily Press*, August 7, 1904.

Looking Back 50 Years.

This year's report of the trade of the Colony compares favourably with that of 1877. During the year just past 3,057 vessels, exclusive of junks, measuring 2,591,172 tons were entered at this office; this is an increase on 1877 of 185 vessels and a tonnage of 115,218 tons, or 3.50 per cent. of vessels and 4.45 per cent. of tonnage. The following proportions:—Germany, 367 vessels with a tonnage of 209,204 tons, or 12.01 per cent. of vessels and 8.07 per cent. of tonnage; France, 146 vessels with a tonnage of 177,156 tons, or 4.77 per cent. of vessels and 6.83 per cent. of tonnage; America, 107 vessels with a tonnage of 115,218 tons, or 3.50 per cent. of vessels and 4.45 per cent. of tonnage; China, 78 vessels with a tonnage of 63,742 tons, or 2.49 per cent. of vessels and 2.46 per cent. of tonnage; Spain, 76 vessels with a tonnage of 20,290 tons, or 0.89 per cent. of vessels and 0.89 per cent. of tonnage; Denmark, 25 vessels with a tonnage of 15,616 tons, or 0.62 per cent. of vessels and 0.62 per cent. of tonnage; and Holland, 19 vessels with a tonnage of 15,616 tons, or 0.62 per cent. of vessels and 0.62 per cent. of tonnage.—*Hong Kong Daily Press*, August 7, 1878.

FAILURE OF BIG RICE FIRM.

SAIGON DEALERS CAUGHT SELLING SHORT.

LOCAL ANXIETY OVER THE NEWS.

Some concern is felt among rice-merchants in Hong Kong over the failure of one of the biggest rice-dealers in Saigon, the Tsui Fong firm. The liabilities involved are stated to be a million and a half dollars, and it is feared that the closing down of this important concern may have a very unfavourable influence on the Saigon-Hong Kong rice business during the next few months.

The Tsui Fong firm, it is understood, in addition to handling a large rice business, owns a rice-mill with a producing capacity of 60 tons per day. It is said that the biggest creditor is the shipping and export firm of Messrs. David & Co., and this news was confirmed by a leading Chinese banker who was interviewed by a *Daily Press* reporter yesterday.

The failure, according to this banker, was due to the Tsui Fong firm committing themselves heavily in forward sales. In handling forward business the custom is for the prospective purchaser to lodge a deposit with the seller. The commitments of the Tsui Fong were so heavy that a sharp rise in the price of unhusked rice rendered delivery of rice impossible without incurring heavy losses. Further obstacles were placed in the way of a settlement by the recent fall in the value of the piastre.

While unable to make the forward deliveries, the Tsui Fong firm is alleged to have made use of the money deposited with them for rice in other business and here again it is said they met with no luck.

While the Tsui Fong firm is well-known in Hong Kong, their dealings have been fairly small of late, and as a result of their failure only a few firms locally will suffer. The total sum involved here is placed at roughly \$15,000.

The manager of the firm, according to a report in circulation, is missing, and it is believed the affairs of the firm have been placed in the hands of the French authorities.

CROWN LAND SALES.

H.K. AMUSEMENTS, LTD., BUY KOWLOON SITE.

There was some keen bidding at the sale by public auction yesterday of two lots of land. The first, Kowloon Island Lot No. 2204, situated at Prince Edward Road, was sold to Mr. Li Wen Tong of 9 Granville Road for \$16,700. The upset price was \$7,500. The land has an area of about 15,000 sq. feet and its annual rental is \$104.

Kowloon Island Lot No. 2205, which is the next offered was purchased by the Hong Kong Amusements, Ltd., for the sum of \$102,000. The upset price was \$90,550. The land has an area of about 18,110 sq. feet and is situated at the junction of Nathan and Kanau Roads. The annual rental is \$250.

Cinema Criticisms.

We have received a letter from a correspondent signing himself "Film Fan," who—while expressing some complimentary opinions about the *Daily Press*—complains very strongly about the comments upon local film shows, which he declares are written "with a poisoned pen." We do not know whether the writer of this letter fully realises the implication of his allegation. Readers may or may not agree with the opinions expressed by the writer of the notes on current cinema exhibitions, but there can be no question about the freedom from

LESSONS OF "GRAF ZEPPELIN" FLIGHT.

GERMANY'S AMBITIOUS AIR PLANS.

A REGULAR ATLANTIC SERVICE.

"WONDERFUL TRIP," SAY PASSENGERS.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Aug. 5. The "Graf Zeppelin" transatlantic flight occupied 66 hours, 23 minutes, and all aboard were well and happy except the stowaway, who had been in solitary confinement since discovered.

All the passengers were thrilled by their "Wonderful voyage." The landing was one of the finest ever seen at Lakehurst. The airship tied up at the mooring mast in a brisk wind, which gradually died down and at 1.55 in the morning she was pulled down and "walked in" to the hangar by the ground crew.

Comdr. Eckener stated that the return flight to Friedrichshafen would start on Wednesday evening and would be the first stage of a world flight.

A Little "Strutting."

The actual time in reaching Lakehurst was 93 hours 43 minutes, but Comdr. Eckener was unable to resist the temptation to circle the field and then fly over New York, while the occupants dined heartily on Frankfurt sausage, sauerkraut and wine.

Dr. Klop, manager of the "Hapag," said the Company had decided to put its whole organization behind the project of building airships as the performance of the Zeppelin had proved that other ships could be built with stronger engines, so that transatlantic trips could be made with greater regularity and speed.

The immigration authorities have taken over the stowaway, who will be sent to Germany by the first available boat.

Plans For Return Trip.

LAKEHURST, N.Y., Aug. 5. Very busy preparations are being made for the "Graf Zeppelin's" return on August 7-8 to Friedrichshafen, from whence she will circumnavigate the world.

Workmen swarmed over the airship patching tiny holes, torn in the envelope by the wind. Meanwhile hydrogen fuel and provisions are going aboard. Crowds gaze at the monster, which is expected to arrive at Richmond, Virginia, on August 29, from Tokyo via Los Angeles.

Comdr. Eckener announced that four new Zeppelins, each twice the size of the "Graf," would be built for the transatlantic service, beginning in 1931.

The "Graf" last night landed 19 passengers and one stowaway, 600 canaries, 15 bags of mail, a gorilla and a chimpanzee.

Another Project.

LATER. Commander Eckener, in an interview, declared he intended to have built at Friedrichshafen, in 1930, a new Zeppelin, shorter, thicker, and faster than the "Graf Zeppelin." It would have eight engines instead of five, and make the transatlantic voyage in twelve hours faster time.

It would carry only 24 passengers, but considerably more freight and mail, which is more profitable. The "Graf Zeppelin," on two visits to the United States, had paid expenses, and demonstrated the feasibility of dirigible transportation.

THREE WEEKS ROUND THE WORLD.

NEW YORK, July 29. The "Graf Zeppelin" will begin its round-the-world flight on August 7 from Lakehurst via Friedrichshafen, Tokyo and Los Angeles, returning to Lakehurst on August 29.

The following is the tentative schedule for the flight: Leave Lakehurst on August 7 and arrive at Friedrichshafen on 10th; leave Friedrichshafen on 13th and arrive at Tokyo on 17th; leave Tokyo on 20th or 21st and arrive at Lakehurst on 23th; and spend a few days there before returning to Friedrichshafen, completing the voyage for the passengers, who boarded the dirigible there.

JAPAN'S INTEREST IN THE FLIGHT.

["D.P." Special Service.]

Tokyo, Aug. 6. Japan, lying athwart the great continent of Asia, believes she is destined to play an important role in trans-Pacific aviation, and will assume the same relation to air traffic in the great Pacific domain which she already has assumed to sea traffic.

Two flights this month may do much to prove or disprove the Japanese contention. They are:—The scheduled flight of the German dirigible "Graf Zeppelin" around the world from her base in Friedrichshafen to Japan, via Siberia, across the Pacific to the United States Naval Air Station at Lakehurst, New Jersey (near New York City) and across the Atlantic back to Friedrichshafen.

The scheduled flight of the Russian airplane "Land of the Soviets" from Moscow across Siberia to Kamchatka, and then to the United States via the Aleutians, Alaska and Vancouver, or Seattle.

Russo-Japanese Rivalry. The flight of the "Graf Zeppelin" Japanese aviation experts believe, will do much toward establishing Japan as the leading "way station" for Pacific flights. The flight of the Russian plane, they frankly admit, seems a move on the part of the Soviets to eliminate a Japanese station in flights from Europe across Asia to America, making some port on the Siberian littoral the chief station in Asia for take-offs on flights across the Pacific.

Japanese are convinced their superior technical organization will win for them, and that Tokyo or some point in the island of Hokkaido, will be the chief airport of Asia.

Japanese Hopes.

The Japanese are pushing aviation hard. Two missions are now abroad studying American and European aircraft manufacturing organizations, and the design of airports with methods for handling large traffic. The big airport at Tachikawa, near Tokyo, has been enlarged and is to-day probably the finest in the Orient in its equipment and facilities for the handling of planes. Its provisions for handling passengers still leaves much to be desired, especially as to approaches from Tokyo. The field is more than 20 miles from the capital, and the motor roads leading to it are not wide enough to assure fast transport.

Plans For The Zeppelin's Arrival.

The "Graf Zeppelin" will land at the main Japanese naval air station at Kusunokura, in Ibaragi Prefecture, more than 41 miles from the capital. The station is situated on the shore of Lake Kasunokura, which offers an excellent base for seaplanes. The nearest town is Tsushura, which is two hours by rail from Utsunomiya Station, Tokyo.

Japan's Air Services.

Airplane construction is making what the authorities consider satisfactory progress, and completely Japanese-built machines now are flying satisfactorily on some air lines. In addition the Navy has just completed construction of a new dirigible of the semi-rigid type, which made satisfactory trial flights on July 25.

A regular airplane mail and passenger service recently was opened between Tokyo and Fukuoka, Kyushu, via Osaka, with air mail flights to Dairen, South Manchuria, via Seoul, Korea. These lines are operated by the Japan Air Transport Co., Ltd. Air mail flights from Fukuoka to Dairen are made three times a week, each way.

JAPANESE MINE TRAGEDY.

PATHETIC SCENES AT PITHEAD.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 6. A terrific explosion of gas occurred this morning at Kashiwa coal mine, Hokkaido, while 38 miners were working underground. The bodies of ten of the dead have so far been recovered with four other who were gassed but revived.

Rescue parties are working feverishly to save the remaining 69, but little hope is held for their recovery.

LATER. According to the *Nichi Nichi* 52 bodies had been recovered, 24 given up as dead, five injured, and three escaped unhurt at a late hour last night in the Hokkaido coal mine disaster.

The *Asahi* puts the figures at 71 dead, five injured, and eight unhurt.

Despatches describe pathetic scenes at the pithead, where anxious wives, mothers, and children of the entombed miners gathered awaiting the latest reports.

HOLIDAY'S TOLL.

BRITISH MOTORING ACCIDENTS.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 6. Twenty-five persons were killed and 7 injured during the week-end, as the result of road accidents. The most serious incident concerned a motor-car which crashed through the parapet of Staines Bridge, falling twenty-five feet. As a result one of the occupants was killed and four seriously hurt. Accidents were doubtless minimised because the roads to London last night were so jammed that motor-cars were obliged to proceed at a funeral pace.

SPLIT IN NANKING CABINET.

FINANCE MINISTER RESIGNS.

SERIOUS LOSS TO CHINESE GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 6. The Nanking correspondent of the Tachung New Agency telegraphs that he has obtained "official confirmation" of the resignation from the Cabinet of Mr. T. V. Soong, Minister of Finance.

Rumours of the Minister's intention to resign have been persistent recently, but definite confirmation of the news has caused a great sensation in the capital.

It is considered in political circles that Mr. Soong's decision to leave the Cabinet at the present important juncture represents a very heavy loss to the Government.

MADAME SUN YAT SEN ATTACKS NANKING GOVERNMENT.

SHANGHAI, August 6.

A scathing attack upon the National Government at Nanking has been made by Madame Sun Yat Sen, widow of the late National leader, in the first statement she has issued since her return to China from abroad last spring to take part in the Government's ceremonies of laying the body of Dr. Sun in its million-dollar mausoleum on the slope of Purple Mountain, just outside Nanking.

Madame Sun is living in the French Concession in Shanghai. Every effort has been made to create the impression that she is in sympathy with the present Government. She was given a place on the Central Executive Committee of the Kuomintang, though she has made no gesture toward active participation.

Two Months of Silence.

For two months she maintained silence, saying nothing and seeing no one. Personal friends were told that her health was bad. The strain of long travel in Russia and Europe, coupled with her return under trying circumstances, gave sufficient excuse, although there was comment on her apparent continued withdrawal from her family and its connections.

Madame Chiang Kai Shek, wife of the President of the State Council, is a sister of Madame Sun Yat Sen, so is the wife of Mr. H. H. Kung, Minister of Commerce, Labour and Industry. Mr. T. V. Soong, Minister of Finance, is her brother. Mr. Sun Fo, Minister of Railways, is her step-son. No man or woman in China to-day has such strong family ties with the present Government, yet in face of this Madame Sun sent the following cablegram to the Anti-Imperialist League in Berlin on the anniversary of the Soviet Revolution:—

Reactionary Government.

"While oppressed nationalities to-day form a solid front against imperialism and militarism, the reactionary Nanking Government is combining with the imperialists in a brutal oppression against the Chinese masses striving for national independence.

"Never has the treacherous character of the counter-revolutionary Kuomintang leaders been so shamelessly exposed to the world as to-day. Having betrayed the National Revolution, they have inevitably degraded into Imperialist tools and attempted to provoke war with Soviet Russia.

"But the Chinese masses, undaunted by repressions and undecieved by lying propaganda, will fight only on the side of revolution. Terrorism will only serve to mobilise still broader masses and to strengthen our determination to triumph over the present bloody reaction within the shortest possible period.

"Soong Ching Ling."

Such a statement from a woman, in Madame Sun's position is extraordinary, settling most definitely all doubt as to her position with reference to the present alignment at Nanking.

Something over two years ago, just before Madame Sun left for abroad, she prepared a longer statement of somewhat the same general tenor. That was in Hankow, in the days when the Wuhan Government was tottering to a fall before Nanking's power. Those in charge of affairs at Wuhan could see the handwriting on the wall, and gave orders that the statement was to be suppressed.

The *People's Tribune*, a daily newspaper owned by the Wuhan Government, nevertheless printed the statement, and committed suicide thereby. Madame Sun left for Moscow soon after. Previous to her return she had indicated an unaltered view of the present grouping, but without question a large proportion of Chinese and foreign observers alike construed her participation in the Government's ceremonies of re-interment of the body of Dr. Sun as at least a tacit acquiescence in the present state of affairs.

(Continued at foot of next column).

REPARATIONS AND RHINELAND.

IMPORTANT PROBLEMS AT THE HAGUE.

GERMANY DUBIOUS.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Aug. 5. Thirteen nations, the most interested of which are Great Britain, France, Germany, Italy, Belgium and Japan, will be represented at the most important conference of the Powers opening to-morrow with the object of settling the reparations problems and the question of the evacuation of the Rhineland.

It is hoped that as the result of the conference the final pacification of Europe will be achieved. The delegates are most optimistic on the whole.

Mr. Arthur Henderson, the British Foreign Secretary, in an interview with Reuter's representative, expressed the opinion that the conference would lead to the withdrawal of foreign troops from the Rhineland.

A German delegate was not so confident, but he said that Germany expected a binding Anglo-French promise of evacuation as soon as the Young Plan came into operation. The delegate also indicated that the German Government might compromise on the French proposal for a Committee of Verification and Conciliation in the Rhineland, provided the Committee was not imposed beyond 1935.

A Contradiction.

LATER. The views of the German delegate are not in accord with that of the German Government circles. It is pointed out from Berlin that the latter consider the evacuation of the Rhineland is no longer a matter for argument, and the German delegation has been instructed to insist that this claim be settled independently of the other problems.

Furthermore, if the Conference desires to liquidate financially the consequences of the war, the demand for a "Conciliation Committee" must be dropped.

Conference Opens.

THE HAGUE, Aug. 6. The Reparations Conference opened to-day. The Dutch Premier made a speech of welcome to which M. Briand and Herr Stresemann replied.

Herr Stresemann said he hoped to see a World Economic Conference called to discuss the removal of International Customs barriers. Mr. Philip Snowden hoped that the Conference would make The Hague still more famous in the history of the progress of international peace.

German Payments.

BERLIN, Aug. 6. For the fifth annuity year, up to July 31, under the Dawes plan, Germany transferred a total of 2,152,000,000 gold marks, including 1,102,000,000 to France, 476,000,000 to Britain, 84,000,000 to America, and 12,000,000 to Japan.

KING OUT OF DOORS AGAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 6. The King spent a considerable time in the gardens of Buckingham Palace yesterday. It was his first time out of doors since his last operation.

BENGAL JUTE MILLS STRIKE.

A SERIOUS SITUATION.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Aug. 5. A serious situation has arisen in the Bengal jute industry, as the result of the extension of the mill strike and owing to propaganda by agitators.

Twenty thousand looms—about 40 per cent. of the total in the Calcutta area—are not working, causing 190,000 weavers to be idle. The women weavers of several of the mills, who did not arrive this morning, declared that they were contented with their wages but were threatened with molestation if they went to work.

The jute strike originated with the weavers' demand for extra pay for extra hours' work on Saturdays owing to the introduction of the 64-hour week.

The millowners announced that they had decided to pay the weavers the old rate with bonus from July 23 and complained that the weavers had been intimidated.

The situation is relatively quiet but the Police have been reinforced, and many of the labour leaders are under surties for their good behaviour.

This view is shattered by the Berlin cablegram, but present indications are that news of Madame Sun's continued adherence to Left Wing ideas of an extreme nature will penetrate slowly because of the rigid restrictions upon the Press here.

DEADLOCK ONCE AGAIN!

RUSSIAN CONDITIONS UNACCEPTABLE.

NANKING STATEMENT.

[THROUGH REUTER'S AGENCY.]

NANKING, Aug. 6. The Foreign Office officially announces to-day that the Sino-Russian Conference at Manchuli is deadlocked. The Chinese are unable to accept the Russian demand for reinstatement of the Russian associate managers of the Chinese Eastern Railway, before opening formal negotiations.

The Foreign Office has instructed the Chinese Minister at Washington to notify the signatory Powers to the Kellogg Pact of the details of what has happened.

C.E.R. SERVICE TO BE RESUMED.

MESSAGE TO LEGATION BODY.

(Wah Tsai Pao.)

SHANGHAI, Aug. 6. The Legation Quarter in Peking is in receipt of a telegram from Harbin to the effect that Mr. Chu Shao Yang, the Chinese Minister to Moscow, has arrived at Harbin, and that the international railway service will be resumed shortly.

It is added that the Chinese Eastern Railway is arranging with the Tientsin-Pukow Railway for the loan of rolling-stock, so as to resume the railway services.

It is now believed that the formal Sino-Russian Conference will be held at Harbin, and that the Central Government will appoint Chu Shao Yang as China's representative, together with Hsin Wei Sung.

TSINAN COTTON STRIKE SETTLED.

(Nan Chung Kuo.)

Mr. Chu Shih Chieh, the Commissioner of Foreign Affairs at Tsinan, has wired to Nanking that the strike in the Japanese cotton mills has been settled, and the workers have returned.

CHIHLI FLOOD DAMAGE. 200 SQUARE MILES UNDER WATER.

[THROUGH REUTER'S AGENCY.]

PEKING, Aug. 5. The flood waters are nearing Peking rapidly. Roads in the western suburbs are under five feet of water, which is now less than a mile from the city walls.

A hopeful sign came this afternoon when the rain ceased and the sky cleared. If similar conditions prevail in the mountains through which the Yungting Ho runs, further serious damage may be avoided.

The flood has spread so rapidly this week-end that it is impossible to obtain information about the area flooded and the number of people involved. However, it is estimated that more than 200 square miles of land are under water, and hundreds of villages have been inundated; unquestionably, many people have been drowned.

Yesterday the flood waters swept through the country like a tidal wave. Two policemen and six schoolmen taking supplies to houses on the Western Hills were swept off the main road leading to the hills and have not been seen since.

Thousands of heads of cattle have been drowned. The promising harvest is ruined. General prices here are rising rapidly.

The Wenyu Ho, to the eastward of Peking, is now overflowing also and a flood is threatening Tungchow, which is 12 miles east of Peking.

An Abatement.

PEKING, Later. Twenty-four hours of fine weather has dispelled the worst flood fears, although flood water from the hills is still causing the Yungting Ho to rise slightly. However it is expected to begin to subside very soon.

Much water has entered the southern part of the city, where there are fortunately very few houses. The area between the Temples of Heaven and of Agriculture is under water, but there are no signs of its reaching the higher levels of the city.

It is now learned that the Sha Ho has burst its banks fifteen miles north-west of Peking, demolishing an iron railway bridge, and stopping traffic on the Peking-Waiyuan Railway. The surrounding countryside is under five feet of water, and there is great damage to crops while many cattle have been drowned.

The flood water in all the rivers is flowing towards Tientsin and is likely to benefit the Hai Ho. It is reported that the tremendous flow is washing out the silt to sea, and it is possible that coasting steamers will soon be able again to reach Tientsin.

JAPAN AND THE NAVAL LIMITATIONS.

NEW CRUISERS THOUGHT "NECESSARY."

10:10:7 RATIO FOR AUXILIARIES.

ADMIRAL'S STARTLING PROPOSAL.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 5. What appears to be a confirmation of Japan's intention to urge the 10:10:7 ratio for auxiliary vessels was mentioned in a speech which the Navy Minister delivered at a conference of Prefectural Governors.

Referring to the question of naval limitation, Admiral Takarabe is quoted as saying that: "Although some observers affirm that Japan's insistence upon an auxiliary vessels ratio is based upon a weak foundation, they are wrong, as it has a firm basis. Consequently, Japan will insist upon this ratio and endeavour to obtain the acquiescence of the Powers at the future Disarmament Conference."

While emphasising the necessity for the ratio Admiral Takarabe asserted that the Japanese naval authorities favour further disarmament for the sake of world peace.

Though Admiral Takarabe apparently failed to specify what ratio would be demanded it is presumed that he referred to the 10:10:7 as this has been frequently mentioned in the past.

Ratio "Essential."

TOKYO, Aug. 6. Following the Navy Minister's speech, well-informed circles intimate that the Government has decided that the 10:10:7 ratio for auxiliary vessels is essential for Japan. It will hence be necessary to build several more 10,000-ton cruisers unless both Britain and America are prepared to reduce their existing cruiser strength.

It is contended, therefore, that it will depend upon what standard these two countries set, whether Japan will give up further construction. The Navy Office, however, asserts they have been misquoted, as the question is still under discussion, though well-informed circles believe this is merely said because Admiral Takarabe does not wish to be quoted so definitely.

While Japan appears to have decided to insist upon the 10:10:7 ratio for auxiliaries, Naval officials are known to favour retention of the present capital ship ratio, and as ready to support the extension of the age-limit, and reduction of maximum tonnage of capital ships.

"PERFIDIOUS ALBION" AGAIN.

AMERICAN "BIG NAVY" MEN INDIGNANT.

NEW YORK, July 29. "The United States has once again been made a 'goat' by Great Britain in the last naval limitation move," Mr. Fred Brit-

ANGLO-EGYPTIAN TREATY.

BRITISH TROOPS TO BE WITHDRAWN?

SOME FAR-REACHING PROPOSALS.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 6. The Foreign Office has issued its proposals for an Anglo-Egyptian Treaty, consisting of sixteen short clauses. The treaty will be valid for 25 years.

Its terms provide that British military occupation of Egypt shall be terminated, but sufficient British forces necessary to protect the Suez Canal are to remain in a specified area east of longitude 32.

Ambassadors will be appointed in London and Cairo, and an Anglo-Egyptian alliance established, including active support in the event of war, and responsibility for lives and property of foreigners.

Egypt devolves upon the Egyptian Government, and the jurisdiction of Consular courts will be transferred to Mixed Tribunals. Foreigners will be subject to Egyptian legislation.

LONDON, Later.

King Fuad has left for Egypt via Paris.

New Commissioner.

CAIRO, Aug. 6. The newspaper *El Ahran* announces that Sir Percy Lorraine, at present Minister to Athens, will definitely be appointed High Commissioner to Egypt.

sen chairman of the House Naval Affairs Committee, declared in a statement which was issued here this morning. In the statement, Mr. Britten declares that Britain has never intended to build two cruisers, whose construction Premier MacDonald ordered suspended.

Discussing President Hoover's action, Mr. Britten asserts:—"There is no authority under the existing law for suspension of the cruiser construction, but on the contrary there is every reason why we should not this time do anything that will further submerge the American position on the high seas."

Mr. Britten who sailed aboard the *Leviathan*, Saturday midnight, declared:—

"No one is more anxious than I am for an international limitation agreement, but I do not think that the economy yardstick should be applied to our national defence, when we are already so hopelessly inferior to England on the seas. National defence cannot be measured in dollars and cents."

"The two cruisers which Premier MacDonald suspended the construction of were first approved by the British Admiralty in 1926-27, but no appropriation was made in these years. In 1928, Parliament refused to appropriate for their construction. The Baldwin Government also refused to appropriate for them in 1929. England had no intention of building them."

Mythical Ships Scrapped.

"It would appear that Premier MacDonald's offer to suspend the building of these ships did not even so much as entail the scrapping of blue prints. They are mythical ships intended only by the far-sighted British diplomacy for 'trading' purposes and we have grabbed the bait."

"It is evident that we have not profited by the tremendous sacrifices we made in the Washington Conference of 1922, when we scrapped the real warships and Great Britain scrapped the prints. We were sincerely for naval equality and if England had been equally sincere she would not have proceeded to build more new cruisers than all the rest of the world combined."

"If Premier MacDonald would suspend construction of the five big first-line cruisers, England is now building, he will be leading the way for a real naval disarmament. If President Hoover suspends the construction of our cruisers already appropriated for, he will be leading the way for still further disproportion between the navies of England and the United States. As in the Washington Conference, we are the 'goat' and British diplomacy is laughing in its sleeve."

TONG WARS IN AMERICA.

NEW YORK'S THREATS OF DEPORTATION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 6.

After a series of murders and shootings by rival Chinese Tonges in Chicago and Boston, a Tong war is now threatened in New York City. Consequently, Federal authorities have ordered the heads of rival Tonges to arbitrate their differences, otherwise they will be deported.

A Chinese laundryman was shot dead at his ironing board in New York last night, and two more Chinese were killed in a similar manner in Boston. These crimes suggest that the perpetrators of Chinese murders are no longer restrained by the threat of deportation, which has been effective in the past.

THE FLYING DUCHESS.

REACHES KARACHI IN "THE SPIDER."

[THROUGH REUTER'S AGENCY.]

KARACHI, Aug. 5. The Duchess of Bedford's giant monoplane "The Spider" landed at Karachi at 6.35 p.m. to-day, after a splendid flight from England.

The Duchess, who is 64 years of age, proposes to commence the return flight to England at 6 o'clock to-morrow morning.

Her machine is piloted by Capt. D. C. Barnard, and the only other occupant is a mechanic named Little. It is hoped to complete a return flight to India and back in a week, and the beginning has been excellent. The giant machine took off from Lympne just before dawn on Friday, thus they flew to India in 33 days.

KARACHI, Aug. 6. The Duchess of Bedford's plane "The Spider," left for England at 6.20 a.m.

MARTELL'S BRANDIES

V. S. O. P.

BOTTLED IN
COGNAC AND
GUARANTEED
PURE GRAPE
BRANDY

THREE STAR

V. V. E. S. O. P.

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WINE & SPIRIT MERCHANTS.

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HONG KONG.

FLAMING ROMANCE OF THE TROPICS

AT THE **QUEEN'S** THURSDAY TO SATURDAY

Parfumerie Rigaud

ETABLISSEMENTS RIGAUD, PARIS.

"UN AIR EMBAUME"

Facon de Luxe Grand Modele.

A Hygienic and Refreshing Perfume in great

favour on all Overseas Markets.

OBTAINABLE FROM—

A. S. WATSON & CO. LTD.

THE PHARMACY.

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THE SUN CO.

SINGAPORE CO.

All Classes of
Perfumes for
All Markets of
the World.

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No. 54, NATHANROAD, KOWLOON.

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THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

BALLANTINE'S

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria

and

His Majesty King George V.

PURE SCOTCH LIQUEUR
WHISKY

10 years old.

GEORGE BALLANTINE
& SON, LTD.GLASGOW AND LONDON
DISTILLED IN SCOTLANDIf you want a really first class
Scotch Whisky at a reasonable price
you can have no better than
Ballantine's Liqueur Whisky. It is
excellent.The French Store
Beaconsfield Arcade.

Money and Markets

RATIONALISING TIN.

DIFFICULTIES FACING
CONTROLLERS.The Financial News discussing
the suggested rationalisation of tin,
says:—

For as far back as there are records the market for tin has been subject to wide variations in price. In the case of almost any other commodity of importance. When the Phoenicians of old paid their annual visits to the Cornish tin mines, seeking supplies of the white metal, it is not unreasonable to picture the native miners as anxiously awaiting indications of the market value of their product.

But these are more scientific days, and the idea of replacing the irregularity and uncertainty of uncontrolled supply and demand by systems of output and price control has long passed beyond the stage of speculative thinking. In some form or other, it is applied over a large part of the industrial field.

At the moment, those interested in the production, sale and consumption of tin are being invited to consider plans whereby its price might be stabilised, or at any rate confined within a relatively narrow range of fluctuations, so that producers may sleep easily, assured of a reasonable profit, and consumers may depend upon a steady supply of the commodity at more or less constant values.

Serious Difficulties.

Few people will disagree with the view that extreme variations in price, such, for example, as occur in the tin market, are bad. Since 1920 the price of tin has varied from something like £420 a ton to £145. The obvious consequences brought about by great changes are uncertainty in planning production, involving serious wastes, an unnecessary addition to the price in respect of speculative profits, and difficulties for the consumer when arranging for the purchase of supplies. The idea of rationalising tin, in the sense of bringing about more regular production at a fairly constant price, may thus be accepted as embodying a thoroughly sound aim. The excellence of the idea, however, carries one a very little way towards a decision as to the possibility of its practical realisation. It is this decision that those interested in the industry are being invited to make. For this reason it is worth while directing attention to certain serious difficulties that must confront the rationalisers.

There are probably only three methods by which the desired end might be attained. The first is that a sufficiently large number of producers should be amalgamated, or that they should make agreements that output could be effectively regulated over a long period. It must be apparent to those knowing the conditions of the industry that this method is impracticable. The reasons are several, but two will suffice. The sources of supply are not only numerous, widely scattered among different countries, subject to entirely different methods of working, controlled in some cases by large European corporations with whom negotiation might be easy, but in many others by Chinese, with whom binding agreements would be impossible, and affecting both private and Government interests, but they are above all worked at very different costs of production. No one who appreciates what these two disabilities really imply will regard the method of direct control of output as practicable.

Combination of Smelters.

A second method that might appear feasible is by means of a combination of smelters, forming a bottle neck, as it were, through which the raw material would be marketed. Such a combination would be faced with one insurmountable danger. Not having control of the sources of supply it would suffice for such producers as were dissatisfied with the conditions of smelting to inaugurate new smelting works to smash the combine. There is a third method of price control which might appear the simplest of all. It rests upon the large influence which a comparatively small stock of tin exercises on market values. Hence it might seem easy to regulate prices through a reservoir of tin, so that by opening and shutting the lock gates market price could be raised or lowered. This method is certainly practicable, but at what capital outlay and at what risk.

The answer is suggested by harking back to the conditions of production. If the market price could be both stabilised and at the same time made to equal the marginal costs required to call forth the necessary supply, all would be well. But that is scarcely possible for several reasons. In the first place, there would be the extreme probability that the price aimed at would be above the marginal costs.

If so, continually increasing stocks would accumulate unless demand kept on increasing. But demand itself fluctuates considerably and in a way that is very difficult to foresee. The result is that marginal supply prices are constantly varying also.

How, then, is price to be stabilised and at the same time maintained at a level which will keep production fairly close to consumption? Finally, it must be borne in mind that marginal costs are not fixed by nature, but are very widely variable according to the methods of production adopted. Falling prices cause economies, and these, in turn, affect marginal outputs. When all these things are taken into account it is almost impossible to suppose that a marketing combine could control and stabilise price. For success it would have to refrain from desiring a price level above the natural level, and to know from week to week what that natural level was. These together surely constitute an impossibility.

HONG KONG MARKET
REPORTS.Yesterday's quotations for rice
and other food-stuffs were as
follow:—

Rice.	Per Picul.
White, Kwok Po	\$7.41
White, Ching Lung	8.16
White, Chang Chun	8.13
White, Hung Kwai Yu	7.88
Long Unglutinous, Ching Fung	7.38
Long Unglutinous, Lan Fa	7.28
Cargo Rice	5.96
Granulated Cargo Rice	4.96
White Bran, Tai Pao	3.83
Miscellaneous.	
No. 24 coarse granulated sugar	\$ 7.10
Alces-wood, Foo Tai	340.00
Alces-wood, Xan Tai	300.00
Ses-alug, Xan Ting	30.50
Selected Duck's soft feathers	43.00
Dried Mussels	27.50
Wood-tar oil	33.00
Camellia-nut oil	19.50
Dried Oyster	72.00
Koo	340.00
Red Melon Seeds	30.00
Black Bean	6.70
Scarlet Bean	5.40

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.			
Buyers	Sellers	Sales	Nominal	Buyers	Sellers	Sales	Nominal
TUESDAY, AUGUST 6.							
Banks							
...	...	ex div.	\$1,234	H.K. Banks	\$1,265
...	...	cum. div.	\$1,251	Do. (London)	279
...	Chartered Banks	224
...	Mercantile Bk. "A"	216
...	Do. "B"	49
...	P. & O. Banks	490
...	Bank of East Asia
Insurance							
...	\$630	Canton Ins.	\$630
...	Underwriters	\$1.80
...	North China	T160
...	Union Ins.	\$326
...	Yangtze Ins.	\$80
...	China Fire
...	H.K. Fire	\$770
Shipping							
...	\$37	Douglases	\$27
...	Steamboats
...	Indos (pref)	\$50
...	Do. (def)	\$80
...	Shell Transports	96
...	Water-boat
Mining							
...	Benquets	63/8
...	Kailans
...	Langkats (com.)	T16
...	Do. (single)	T9
...	Explorations	T14
...	Shanghai Loans	T4
...	Raubs	\$68
...	Tromoh Mines	18/-
Docks, Wharves, Godowns, etc.							
...	H.K. & K. Wharfs	\$127
...	Providents	\$4.16
...	H.K. Docks	\$32
...	Shanghai Docks	T134
...	New Engineering	T7
...	Hongkows
Cotton Mills							
...	Ewos	T15.45	...	T15.25
...	Oriental	T2.35
...	S'hai. Ctoms (old)	T83	...	\$83
...	Do. (new)	T47
Lands, Hotels and Buildings							
...	H.K. & S. Hotels	\$8.35
...	H.K. Lands	\$69
...	Shanghai Lands
...	H.K. Realties	\$8.10
...	Humphreys	\$13.80
...	Chinese Estates
Public Utilities							
...	Tramways	\$18.80
...	Peak Trams (old)	\$11.80
...	Do. (new)	\$6
...	Star Ferries	\$84
...	C. Lights (old)	\$13.30
...	Do. (new)	\$13.16
...	H.K. Electric	\$56.85
...	Macao
...	Sandakan Lights
...	Telephones
...	China Buses
...	Tractions	12/-
...	Do. (pref)
Industrials							
...	Canton Ice	\$2.25
...	Cements (comb)
...	Do. (old)	\$2
...	Do. (new)	\$1
...	Ropes	\$7
...	China Sugars
...	Malaban Sugars	\$29
...	United Asbestos
Miscellaneous							
...	Dairy Farms	\$19.80
...	Der A. Wings	\$50.50
...	Amusements	\$37
...	Constructions	\$1
...	Lane Crawfords	\$1.85
...	Mackintosh	\$4
...	Nanyang Tobacco
...	Sinceres	\$12
...	Watsons
...	Wm. Powell	\$3
...	B. Ind. G. Bonds	83%
...	H.K. Govt. Loan	\$107

THE GREATEST HUMAN DRAMA EVER SCREENED!

UNCLE TOM'S CABIN

A HARRY FOLLARD Production.

Two Million Dollars in money and two years in time spent to make the wonder of the screen.

A TREAT FOR YOUNG AND OLD ALIKE!

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY SPECIAL TIMES: 2.30, 5.00, 7.15 & 9.30.

SPECIAL PERFORMANCE FOR CHILDREN TO-DAY at 10.30 a.m.

Prices: Children 30 cts. to any part of the Theatre, Adults: Usual Matinee Prices.

IF YOU LIKE MYSTERY, LAUGHTER, AND THRILLS GALORE, SEE—

JEAN HERSHOLT AND ALICE JOYCE

IN

13 WASHINGTON SQUARE

A mystery drama that will keep you guessing. A love story that will hold your sympathy. A plot that reaches an unexpected climax!

AT THE **WORLD** FINAL SHOWINGS TO-DAY At 2.30, 5.15, 7.15 & 9.20.

HE was a writer of fiery South-Sea romances, but when he tried to make love according to his own formula, the results were disastrous!

WICKEDNESS PREFERRED

with LEW CODY

AILEEN PRINGLE, GEORGE K. ARTHUR

AT THE **STAR** FINAL SHOWINGS TO-DAY At 5.30 & 9.20.

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Old Highland Whisky.

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Wilson, Dollar, Aug. 11.
Pres. Van Buren, Dollar, Aug. 25.

AMOI

Chenau, B. & S., Aug. 7.
Haining, Douglas, Aug. 9.
Tjileboet, J.C.J.L., Aug. 9.
Dalgoma, B.I., Aug. 10.
Anking, B. & S., Aug. 11.
Haining, Douglas, Aug. 13.
Luchow, B. & S., Aug. 14.
Yingchow, B. & S., Aug. 14.
Suisang, Jardine's, Aug. 15.
Tjikarung, J.C.J.L., Aug. 15.
Takada, B.I., Aug. 16.
Antung, B. & S., Aug. 18.
Tjialak, J.C.J.L., Aug. 22.
Kumsang, Jardine's, Aug. 23.
Tjikarung, J.C.J.L., Aug. 23.
Tjikadok, J.C.J.L., Sept. 6.

ANTWERP

Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jenson, Aug. 10.
Hakozaki Maru, N.Y.K., Aug. 24.
Java, Manners, Sept. 1.

AUSTRALIAN PORTS

Changte, B. & S., Aug. 20.
Kaga Maru, N.Y.K., Aug. 21.
Tanda, E. & A., Aug. 30.

BALTIC PORTS

Java, Manners, Sept. 1.

BALTIMORE

Phenius, B.F., Sept. 2.

BANGKOK

Hellas, Thoresen's, Aug. 11.
Kwangchow, B. & S., Aug. 14.
Helios, Thoresen's, Aug. 15.
Kalgan, B. & S., Aug. 19.
Hirundo, Thoresen's, Aug. 25.
Kweiyang, B. & S., Aug. 27.

BELOWAN DELL

Van Heuts, J.C.J.L., Aug. 15.
Java, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.

BOMBAY

Tamba Maru, N.Y.K., Aug. 11.
Kidderpore, P. & O., Aug. 15.
Malwa, P. & O., Aug. 17.
Tokushima Maru, N.Y.K., Aug. 23.

BOSTON

Pres. Wilson, Dollar, Aug. 11.
Calcutta Maru, N.Y.K., Aug. 17.
Kako Maru, N.Y.K., Aug. 20.
Pres. Van Buren, Dollar, Aug. 25.
Malayan Prince, Furness, Aug. 29.
Phenius, B.F., Sept. 2.

BREMEN

Isar, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.
Augsburg, Melchers, Aug. 27.

BRINDISI

Viminale, Dodwell's, Aug. 20.
Piave, Dodwell's, Sept. 7.

CALCUTTA

Bengal Maru, N.Y.K., Aug. 9.
Namsang, Jardine's, Aug. 11.
Takliwa, B.I., Aug. 15.
Malacca Maru, N.Y.K., Aug. 16.
Yuenang, Jardine's, Aug. 19.
Taima, B.I., Aug. 31.

CEBU

Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.
Illinois, S.S.S., Aug. 31.

CHEFOO

Kuichow, B. & S., Aug. 16.

COLOMBO

Patroclus, B.F., Aug. 7.

Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jenson, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Glenogle, Jardine's, Aug. 12.
Chenoucaux, M.M., Aug. 13.
Kidderpore, P. & O., Aug. 15.
Isar, Melchers, Aug. 16.
Malwa, P. & O., Aug. 17.
Saarbruecken, Melchers, Aug. 23.
Hakozaki Maru, N.Y.K., Aug. 24.
Leverkusen, Jenson, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Athos II, M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.
Glenamoy, Jardine's, Sept. 4.
Ermland, Jenson, Sept. 7.

COPENHAGEN

Nagara, Gilman's, Aug. 11.
Java, Manners, Sept. 1.
Agra, Gilman's, Sept. 2.

DALNY

Chenau, B. & S., Aug. 7.
Alster, Melchers, Aug. 12/13.
Luchow, B. & S., Aug. 14.
Yingchow, B. & S., Aug. 14.
Coblentz, Melchers, Aug. 23.

DUTCH PORTS

Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jenson, Aug. 10.
Glenogle, Jardine's, Aug. 12.
Nagara, Gilman's, Aug. 13.
Isar, Melchers, Aug. 16.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Leverkusen, Jenson, Aug. 24.
Augsburg, Melchers, Aug. 27.
Java, Manners, Sept. 1.
Agra, Gilman's, Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Ermland, Jenson, Sept. 7.

FOOCHOW

Haining, Douglas, Aug. 9.
Haiyang, Douglas, Aug. 13.

GENOA

Havelland, Jenson, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Agapenor, B.F., Aug. 20.
Leverkusen, Jenson, Aug. 24.
Saarbruecken, Melchers, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Augsburg, Melchers, Aug. 27.

GLASGOW

Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Agapenor, B.F., Aug. 20.

GOTHENBURG

Nagara, Gilman's, Aug. 13.
Agra, Gilman's, Sept. 2.

HAIPHONG AND HOIHOW

Tan, B. & S., Aug. 9.
Canton, M.M., Aug. 12.
Tonkin, M.M., Aug. 13.
Chengtu, B. & S., Aug. 22.
Kweiyang, B. & S., Aug. 27.

HAMBURG

City of Athens, Bank, Aug. 9.
Havelland, Jenson, Aug. 10.
Glenogle, Jardine's, Aug. 12.
Nagara, Gilman's, Aug. 13.
Isar, Melchers, Aug. 16.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Leverkusen, Jenson, Aug. 24.
Augsburg, Melchers, Aug. 27.
Java, Manners, Sept. 1.
Agra, Gilman's, Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Ermland, Jenson, Sept. 7.

HARBE

Agapenor, B.F., Aug. 20.
Augsburg, Melchers, Aug. 27.
Java, Manners, Sept. 1.

HONOLULU

Taiyo Maru, N.Y.K., Aug. 7.
Bokuyo Maru, N.Y.K., Aug. 20.
Tenyo Maru, N.Y.K., Aug. 21.
Korea Maru, N.Y.K., Sept. 4.

ILOILO

Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.
Illinois, S.S.S., Aug. 31.

JAPAN PORTS

Taiyo Maru, N.Y.K., Aug. 7.
Nowsara, P. & O., Aug. 8.
Alster, Melchers, Aug. 10.
Dalgoma, B.I., Aug. 10.
Eurylochus, B.F., Aug. 12.
Igo Maru, N.Y.K., Aug. 12.
D'Artagnan, M.M., Aug. 13.
Menelaus, B.F., Aug. 13.
Pres. Lincoln, Dollar, Aug. 13.
Glenapp, Jardine's, Aug. 15.
Pyrrhus, B. & S., Aug. 15.
Remo, Dodwell's, Aug. 15.
Suisang, Jardine's, Aug. 15.
Burgeland, Jenson, Aug. 16.
Morea, P. & O., Aug. 16.
Takada, B.I., Aug. 16.
Friesland, Jenson, Aug. 17.
Matsuyama Maru, N.Y.K., Aug. 17.
Sheafmount, P. & O., Aug. 17.
Bokuyo Maru, N.Y.K., Aug. 18.
Haruna Maru, N.Y.K., Aug. 18.
Garbata, B.I., Aug. 20.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tenyo Maru, N.Y.K., Aug. 21.
Kumsang, Jardine's, Aug. 23.
Tanyo Maru, N.Y.K., Aug. 23.
Tyndarus, B.F., Aug. 24.
Pres. Madison, A.M.L., Aug. 27.
Sphinx, M.M., Aug. 27.
Glenhiel, Jardine's, Aug. 30.
Nagapote, P. & O., Sept. 2.
Sumatra, Gilman's, Sept. 2.
Duchessa d'Aosta, D'well's, Sept. 3.
Pres. Pierce, Dollar, Sept. 3.
Prussien, Jenson, Sept. 3.
Emp. of Asia, C.P.S., Sept. 4.
Korea Maru, N.Y.K., Sept. 4.
Franken, Melchers, Sept. 7.

JAVIA PORTS

Tjibadak, J.C.J.L., Aug. 7.
Tjitaroom, J.C.J.L., Aug. 13.
Tjibondari, J.C.J.L., Aug. 13.
Tjileboet, J.C.J.L., Aug. 27.
Tjikembang, J.C.J.L., Aug. 28.

LIVERPOOL

Delagoa Maru, N.Y.K., Aug. 11.
Agapenor, B.F., Aug. 20.

LONDON

Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Glenogle, Jardine's, Aug. 12.
Nagara, Gilman's, Aug. 13.
Isar, Melchers, Aug. 16.
Achilles, B.F., Aug. 20.
Hakozaki Maru, N.Y.K., Aug. 24.
Kashmir, P. & O., Aug. 31.
Antenor, B.F., Sept. 4.
Glenamoy, Jardine's, Sept. 4.

LOS ANGELES

Pres. Lincoln, Dollar, Aug. 13.
Bokuyo Maru, N.Y.K., Aug. 19.
Golden Peak, S.S.S., Aug. 24.
Pres. Madison, A.M.L., Aug. 27.
Korea Maru, N.Y.K., Sept. 4.

MANILA

Havelland, Jenson, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Emp. of Russia, C.P.S., Aug. 13.
Pres. Cleveland, Dollar, Aug. 13.
Tjitaroom, J.C.J.L., Aug. 13.
Isar due from Europe Aug. 18.
Pennsylvania, S.S.S., Aug. 17.
Golden Star, S.S.S., Aug. 18.
Changte, B. & S., Aug. 20.
Kaga Maru, N.Y.K., Aug. 21.
Saarbruecken, Melchers, Aug. 23.
Leverkusen, Jenson, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Tjileboet, J.C.J.L., Aug. 27.
Malayan Prince, Furness, Aug. 28.
Tanda, E. & A., Aug. 30.
Illinois, S.S.S., Aug. 31.
Ermland, Jenson, Sept. 7.

MARSEILLES

Patroclus, B.F., Aug. 7.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jenson, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
Nagara, Gilman's, Aug. 11.
Chenoucaux, M.M., Aug. 13.
Isar, Melchers, Aug. 16.
Malwa, P. & O., Aug. 17.
Achilles, B.F., Aug. 20.
Saarbruecken, Melchers, Aug. 23.
Hakozaki Maru, N.Y.K., Aug. 24.
Athos II, M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Kashmir, P. & O., Aug. 31.
Antenor, B.F., Sept. 4.

NAPLES

Pres. Wilson, Dollar, Aug. 11.
Pres. Van Buren, Dollar, Aug. 25.

NEWCEWANG

Chenau, B. & S., Aug. 7.
Luchow, B. & S., Aug. 14.
Yingchow, B. & S., Aug. 14.

NEW YORK, BOSTON, etc.

Pres. Wilson, Dollar, Aug. 11.
Calcutta Maru, N.Y.K., Aug. 17.
Kako Maru, N.Y.K., Aug. 20.
Pres. Van Buren, Dollar, Aug. 25.
Malayan Prince, Furness, Aug. 29.
Phenius, B.F., Sept. 2.

NORTE CHINA

Alster, Melchers, Aug. 12/13.
Burgeland, Jenson, Aug. 16.
Asia, Manners, Aug. 17.
Friesland, Jenson, Aug. 17.
Coblentz, Melchers, Aug. 23.
Afrika, Manners, Sept. 1.
Franken, Melchers, Sept. 7.

ORAN

Isar, Melchers, Aug. 16.
Saarbruecken, Melchers, Aug. 23.
Leverkusen, Jenson, Aug. 24.

OSLO

Java, Manners, Sept. 1.

PANAMA

Calcutta Maru, N.Y.K., Aug. 17.
Bokuyo Maru, N.Y.K., Aug. 19.
Kako Maru, N.Y.K., Aug. 20.

PEKING

Bengal Maru, N.Y.K., Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Namsang, Jardine's, Aug. 11.
Igo Maru, N.Y.K., Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Kidderpore, P. & O., Aug. 15.
Takliwa, B.I., Aug. 15.
Van Heuts, J.C.J.L., Aug. 15.
Malacca Maru, N.Y.K., Aug. 16.
Malwa, P. & O., Aug. 17.
Yuenang, Jardine's, Aug. 19.
Kumsang, Jardine's, Aug. 23.
Pres. Van Buren, Dollar, Aug. 25.
Augsburg, Melchers, Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.
Taima, B.I., Aug. 31.

PORTLAND

New York, S.S.S., Aug. 14.
Texas, S.S.S., Aug. 31.

RANGOON

Bengal Maru, N.Y.K., Aug. 9.
Takliwa, B.I., Aug. 11.
Malacca Maru, N.Y.K., Aug. 16.

SAIGON

Chenoucaux, M.M., Aug. 13.
Athos II, M.M., Aug. 27.

SANDAKAN

Hinsang, Jardine's, Aug. 14.
Tanda, E. & A., Aug. 30.

SAN FRANCISCO

Taiyo Maru, N.Y.K., Aug. 7.
Pres. Lincoln, Dollar, Aug. 13.
New York, S.S.S., Aug. 14.
Tenyo Maru, N.Y.K., Aug. 21.
Golden Peak, S.S.S., Aug. 24.
Pres. Madison, A.M.L., Aug. 27.
Texas, S.S.S., Aug. 31.
Korea Maru, N.Y.K., Sept. 4.

SCANDINAVIAN PORTS

Nagara, Gilman's, Aug. 13.
Java, Manners, Sept. 1.
Agra, Gilman's, Sept. 2.

SEATTLE

Igo Maru, N.Y.K., Aug. 13.
Pres. Cleveland, Dollar, Aug. 20.
Tyndarus, B.F., Aug. 24.
Pres. Pierce, Dollar, Sept. 3.

SHANGHAI

Chenau, B. & S., Aug. 7.
Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Taiyo Maru, N.Y.K., Aug. 7.
Eurylochus, B.F., Aug. 9.
Tjileboet, J.C.J.L., Aug. 9.
Yusan, Jardine's, Aug. 9.
Dalgoma, B.I., Aug. 10.
Suiyang, B. & S., Aug. 11.
Yatsing, Jardine's, Aug. 11.
Igo Maru, N.Y.K., Aug. 12.
Shantung, B. & S., Aug. 12.
Alster, Melchers, Aug. 12/13.
Chakung, Jardine's, Aug. 14.
Sunning, B. & S., Aug. 14.
Asia, Manners, Aug. 17.
Kwangsang, Jardine's, Aug. 18.
Coblentz, Melchers, Aug. 23.
Afrika, Manners, Sept. 1.
Franken, Melchers, Sept. 7.

VANCOUVER, B.C.

Bellingham, S.S.S., Aug. 18.
Emp. of Russia, C.P.S., Aug. 21.
Tyndarus, B.F., Aug. 24.
Emp. of Asia, C.P.S., Sept. 4.

VICTORIA, B.C.

Igo Maru, N.Y.K., Aug. 12.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tyndarus, B.F., Aug. 24.
Pres. Pierce, Dollar, Sept. 3.
Emp. of Asia, C.P.S., Sept. 4.

VLADIVOSTOCK

Glenapp, Jardine's, Aug. 15.
Glenhiel, Jardine's, Aug. 15.
Sumatra, Gilman's, Sept. 2.

WEIHAIWEI

Kuichow, B. & S., Aug. 6.
Patroclus, B.F., Aug. 7.
Hinsang, B. & S., Aug. 18.
Chengching, Jardine's, Aug. 23.

SHANGHAI (Continued)

Matsuyama Maru, N.Y.K., Aug. 17.
Sheafmount, P. & O., Aug. 17.
Kwangsang, Jardine's, Aug. 18.
Haruna Maru, N.Y.K., Aug. 19.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tenyo Maru, N.Y.K., Aug. 21.
Chengtu, B. & S., Aug. 22.
Tjialak, J.C.J.L., Aug. 22.
Tanyo Maru, N.Y.K., Aug. 23.
Tjikarung, J.C.J.L., Aug. 23.
Sphinx, M.M., Aug. 27.
Coblentz, Melchers, Aug. 23.
Glenhiel, Jardine's, Aug. 30.
Afrika, Manners, Sept. 1.
Nagapote, P. & O., Sept. 2.
Sumatra, Gilman's, Sept. 2.
Duchessa d'Aosta, D'well's, Sept. 3.
Pres. Pierce, Dollar, Sept. 3.
Prussien, Jenson, Sept. 3.
Emp. of Asia, C.P.S., Sept. 4.
Korea Maru, N.Y.K., Sept. 4.
Tjikadok, J.C.J.L., Sept. 6.
Franken, Melchers, Sept. 7.

SINGAPORE

Patroclus, B.F., Aug. 7.
Nagara, Gilman's, Aug. 8.
Bengal Maru, N.Y.K., Aug. 9.
Bingo Maru, N.Y.K., Aug. 9.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jenson, Aug. 10.
Anking, B. & S., Aug. 11.
Namsang, Jardine's, Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Glenogle, Jardine's, Aug. 12.
Hakozaki Maru, N.Y.K., Aug. 13.
Isar, Melchers, Aug. 14.
Kwangchow, B. & S., Aug. 14.
Kidderpore, P. & O., Aug. 15.
Takliwa, B.I., Aug. 15.
Van Heuts, J.C.J.L., Aug. 15.
Malacca Maru, N.Y.K., Aug. 16.
Malwa, P. & O., Aug. 17.
Yuenang, B. & S., Aug. 19.
Yusan, Jardine's, Aug. 19.
Leverkusen, Jenson, Aug. 24.
Saarbruecken, Melchers, Aug. 24.
Pres. Van Buren, Dollar, Aug. 25.
Athos II, M.M., Aug. 27.
Augsburg, Melchers, Aug. 27.
Kweiyang, B. & S., Aug. 27.
Tokushima Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 31.
Taima, B.I., Aug. 31.
Java, Manners, Sept. 1.
Antenor, B.F., Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Ermland, Jenson, Sept. 7.

SOUTH AFRICAN PORTS

Bingo Maru, N.Y.K., Aug. 9.
Tinhow, Bank, Aug. 12.
Kawachi Maru, N.Y.K., Aug. 30.

SOUTH AMERICAN PORTS

Bingo Maru, N.Y.K., Aug. 9.
Kawachi Maru, N.Y.K., Aug. 30.

SWATOW

Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Haining, Douglas, Aug. 9.
Yusan, Jardine's, Aug. 9.
Anking, B. & S., Aug. 11.
Hellas, Thoresen's, Aug. 11.
Kwangchow, B. & S., Aug. 11.
Suiyang, B. & S., Aug. 11.
Yatsing, Jardine's, Aug. 11.
Shantung, B. & S., Aug. 12.
Haining, Douglas, Aug. 13.
Chakung, Jardine's, Aug. 14.
Sunning, B. & S., Aug. 14.
Ten, B. & S., Aug. 15.
Helios, Thoresen's, Aug. 15.
Kwangsang, Jardine's, Aug. 18.
Antung, B. & S., Aug. 18.
Hirundo, Thoresen's, Aug. 25.

TIENTSIN

Chengching, B. & S., Aug. 8.
Alster, Melchers, Aug. 12/13.
Hakozaki, B. & S., Aug. 16.
Asia, Manners, Aug. 17.
Chipshing, Jardine's, Aug. 23.
Coblentz, Melchers, Aug. 23.
Afrika, Manners, Sept. 1.
Franken, Melchers, Sept. 7.

TRIESTE AND VENICE

Nagara, Gilman's, Aug. 15.
Viminale, Dodwell's, Aug. 20.
Piave, Dodwell's, Sept. 7.

TSINGTAO

Hangsang, Jardine's, Aug. 7.
Sinkiang, B. & S., Aug. 7.
Suiyang, B. & S., Aug. 11.
Yatsing, Jardine's, Aug. 11.
Shantung, B. & S., Aug. 12.
Alster, Melchers, Aug. 12/13.
Chakung, Jardine's, Aug. 14.
Sunning, B. & S., Aug. 14.
Asia, Manners, Aug. 17.
Kwangsang, Jardine's, Aug. 18.
Coblentz, Melchers, Aug. 23.
Afrika, Manners, Sept. 1.
Franken, Melchers, Sept. 7.

VANCOUVER, B.C.

Bellingham, S.S.S., Aug. 18.
Emp. of Russia, C.P.S., Aug. 21.
Tyndarus, B.F., Aug. 24.
Emp. of Asia, C.P.S., Sept. 4.

VICTORIA, B.C.

Igo Maru, N.Y.K., Aug. 12.
Pres. Cleveland, Dollar, Aug. 20.
Emp. of Russia, C.P.S., Aug. 21.
Tyndarus, B.F., Aug. 24.
Pres. Pierce, Dollar, Sept. 3.
Emp. of Asia, C.P.S., Sept. 4.

VLADIVOSTOCK

Glenapp, Jardine's, Aug. 15.
Glenhiel, Jardine's, Aug. 15.
Sumatra, Gilman's, Sept. 2.

WEIHAIWEI

Kuichow, B. & S., Aug. 6.
Patroclus, B.F., Aug. 7.
Hinsang, B. & S., Aug. 18.
Chengching, Jardine's, Aug. 23.

EXPECTED ARRIVALS AND MOVEMENTS. CONSIGNEE NOTICES

Afrika due from Shanghai Aug. 20.

Afrika due from Europe Sept. 1.
Agapenor due from

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 7th Aug.	10 a.m.
NINGBO & SHANGHAI	"CHENG TU"	On 8th Aug.	9 p.m.
AMOI, SWATOW & SINGAPORE	"CHENAN"	On 8th Aug.	5 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 11th Aug.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KING YUAN"	On 11th Aug.	10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 11th Aug.	Noon
SHANGHAI	"LUCHOW"	On 12th Aug.	2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SEANTUNG"	On 14th Aug.	10 a.m.
AMOI, SWATOW & SINGAPORE	"YINGCHOW"	On 14th Aug.	5 p.m.
SWATOW & SHANGHAI	"TEAN"	On 15th Aug.	2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 16th Aug.	11 a.m.
SWATOW & BANGKOK	"KALGAN"	On 18th Aug.	Noon
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 19th Aug.	5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENG TU"	On 22nd Aug.	11 a.m.
HOIHOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 27th Aug.	10 a.m.

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CHANGTIE	13th August	20th August
TAIPING	10th September	17th September
CHANGTIE	11th October	18th October

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CHENONCEAUX ... 18th Aug.	D'ARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SPHINX ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SPHINX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTOS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.
PORTOS ... 19th Nov.	ATHOS II ... 19th Nov.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

AUGUST 5, 1929.											
STATION	HONG KONG BAROMETER	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		HONG KONG BAROMETER	HONG KONG BAROMETER AT SEA LEVEL	TEMPERATURE	
		Inches	Millis.			Dir.	Force			Dir.	Force
Wladivostok	12	29.92	759.9	78	...	SE	4	29.81	757.2	74	...
Nemuro	11	30.02	762.5	S	1	30.02	762.5
Hokodate	...	29.98	761.5	SE	1	29.98	761.5
Tokio	...	29.94	760.5	S	1	30.00	762.0
Koshi	...	29.92	760.0	SE	1	29.94	760.5
Nagasaki	...	29.80	757.0	ESE	1	29.76	756.0
Kagoshima	...	29.78	756.5	NE	2	29.76	756.0
Oshima	...	29.69	754.0	NNE	3	29.71	754.5
Naha	...	29.70	754.5	N	2	29.67	753.5
Ishigaki	...	29.76	756.0	SE	1	29.71	754.2
Bonin Island	...	29.92	759.9	SSE	2	29.94	760.5
Chefoo	15	29.69	751.6	90	77	S	4	29.66	750.3	78	100
Shanghai	14	29.72	754.8	86	65	SSE	4	29.69	753.9	79	92
Guthrie	...	29.80	756.9	81	83	SSE	4	29.76	755.9	77	85
Sharp Peak	...	29.70	754.4	84	87	S	2	29.68	753.9	81	78
Amoy	...	29.71	754.6	82	92	S	4	29.67	753.6	78	95
Swatow	...	29.70	754.4	82	76	ESE	2	29.74	755.4	76	91
Taihu	11	29.74	755.4	90	66	NW	2	29.71	754.5	75	91
Taiwan	...	29.75	755.7	86	...	NW	2	29.72	754.8	75	...
Koshu	...	29.75	755.7	90	...	SSW	4	29.71	754.5	75	...
Peasdon	...	29.74	755.4	90	...	SSW	2	29.69	754.2	73	...
Hong Kong	14	29.64	752.8	82	87	SSE	1	29.63	752.6	79	96
Gap Rock	...	29.65	753.1	S	4	29.61	752.1
Macao	...	29.61	752.1	90	79	S	4	29.58	751.2	81	90
Hoihow	...	29.69	754.1	85	79	SSW	3	29.67	753.6	80	91
Fraser Island	...	29.54	750.8	81	89	SSE	1	29.62	749.7	81	92
Thulien	16
Tourane	29.80	756.9	77	...
Cape St. James	...	29.69	754.2	84	77	W	2	29.67	753.6	77	92
Basco	14	29.67	753.6	86	68	N	2	29.69	754.2	75	94
Apari	...	29.67	753.6	90	63	NW	1	29.72	754.8	75	96
Tuguegarao	...	29.71	754.3	86	71	SW	4	29.71	750.5	77	88
Vigan	...	29.78	756.3	84	74	SW	1	29.75	756.7	79	91
Manila	...	29.72	754.8	84	77	SW	4	29.75	756.7	79	91
Legaspi	...	29.75	755.7	84	71	SW	6	29.78	756.3	82	86
Calbayog	...	29.74	755.4	82	86	SE	1	29.80	756.9	79	90
Tacloban	...	29.78	756.8	82	81	SW	4	29.80	756.9	75	92
Iloilo	...	29.75	755.7	86	66	S	4	29.80	756.9	81	73
Cebu	...	29.74	755.4	86	81	WSW	4	29.78	756.3	81	84
Surigao
Saipan	...	29.78	756.3	NW	1	29.81	757.2
Guam	12.23	29.78	756.3	NW	1	29.81	757.2
Yap	11.00	29.82	757.5	SW	2	29.84	757.8
Felew
Ponape
Labuan	14	29.80	756.9	98	76	SW	4	29.82	757.4	82	75

August 6d. 11A. 27m.—The anticyclone remains in the Pacific to the east of Japan; depressions are situated over Shantung, Tongking and to the south-east of Luzon. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.86 inch. Total since January 1, 41.00 inches, against an average of 54.50 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 7.

- 1.—Formosa Channel ... Northerly or variable winds, moderate.
- 2.—South coast of China between Hong Kong and Lamooes ... S.E. or variable winds, moderate; cloudy, rain.
- 3.—Hong Kong to Gap Rock ... S.E. or variable winds, moderate; cloudy, rain.
- 4.—South coast of China between Hong Kong and Hainan ... S.E. or variable winds, moderate; cloudy, rain.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 6.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.84	29.68	29.61
Temperature	81	77	80
Humidity	87	95	89
Wind
Direction	E	E	E
Force	2	1	3
Weather	O	OBT	O
Rain	0.26	0.00	0.61

Highest open-air Temperature, 81.82
Lowest open-air Temperature, 67.78
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

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AFTER YOU GO AWAY

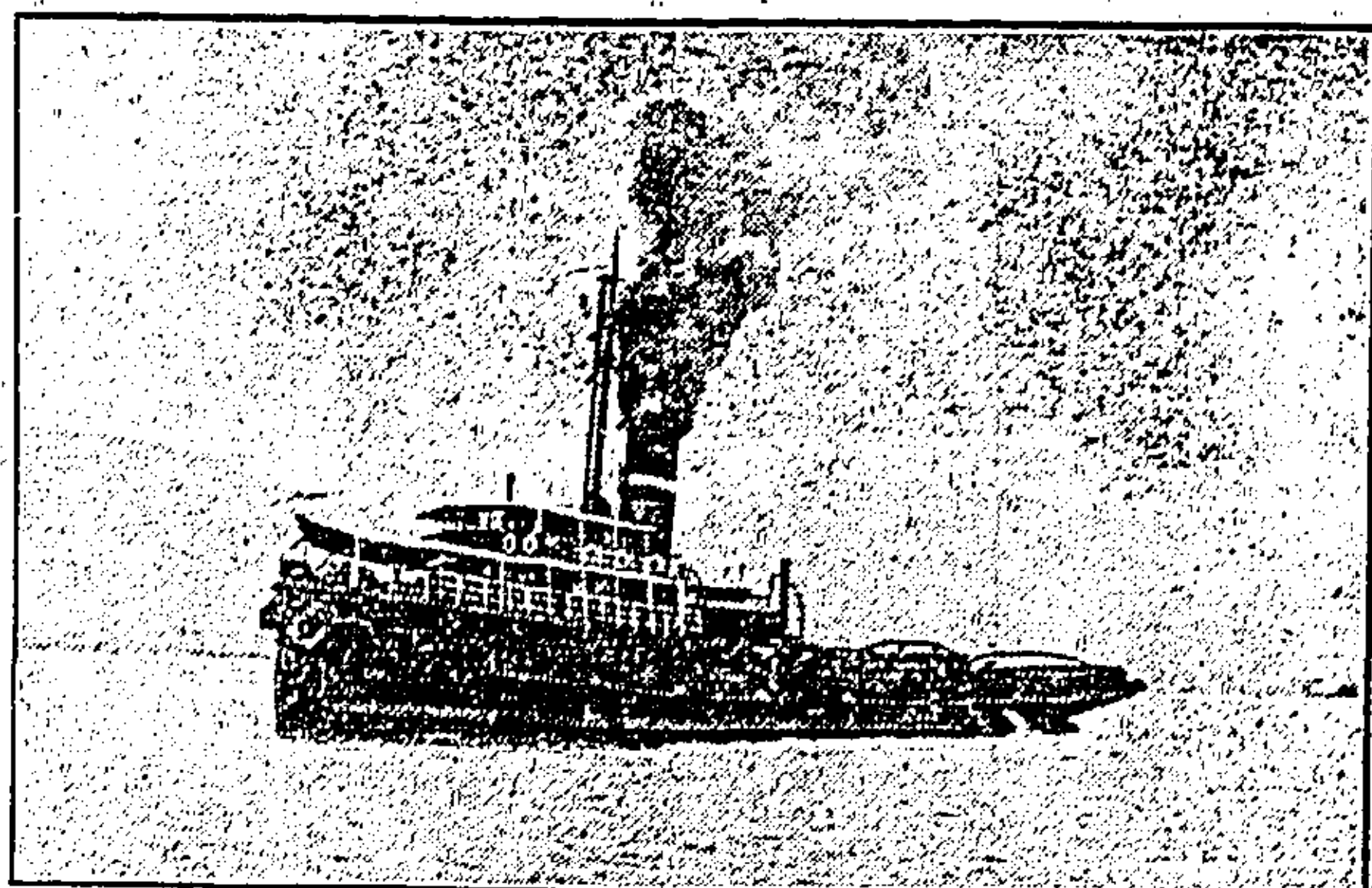
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"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165 ft. Breadth 34 ft. (m), Depth 17 ft. (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight, and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager, B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
SHAL via SWATOW	"YUSANG"	Fri., 9th Aug., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "YATSHING" "CHAKSANG" "KWAISANG"	Wed., 7th Aug., at Noon Sun., 11th Aug., at Noon Wed., 14th Aug., at Noon Sun., 18th Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"SUISANG" "KUMSANG" "HOSANG" "KUTSANG"	Thurs., 15th Aug., at 7 a.m. Fri., 16th Aug., at 7 a.m. Sat., 17th Aug., at 7 a.m. Wed., 11th Sept., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG" "YUENSANG"	Sun., 11th Aug., at 3 p.m. Mon., 19th Aug., at 3 p.m.
SANDAKAN	"HINSANG"	Wed., 14th Aug., at 3 p.m.
TIENTSIN via WEI-HAI-WEI	"CHEONGSHING" "CHIFSHING"	Thurs., 8th Aug., at Noon Fri., 30th Aug., at 10 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS

TELEPHONE: CENTRAL No. 215

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAPPLE"	...	17th August
Motor Vessel "GLFNAMOIY"	...	4th Sept.
Motor Vessel "GLENAPP"	...	2nd October
Motor Vessel "GLENSHIEL"	...	16th October

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAPP"	...	15th August
Motor Vessel "GLENSHIEL"	...	30th August
Motor Vessel "GLENLUCK"	...	16th Sept.
Steamship "CARNARYONSHIRE"	...	27th Sept.
Motor Vessel "GLENBEG"	...	11th October

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:
Cabin class ... £78. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON:
Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Express Freight S.S. "Icar"	...	departure 16th Aug.
Pass. S.S. "SAARBRÜCKEN"	...	departure 23rd Aug.
Express Freight S.S. "Augsburg"	...	departure 27th Aug.
Pass. S.S. "Alster"	...	departure 13th Sept.
Express Freight S.S. "COBLENZ"	...	departure 21st Sept.
Pass. S.S. "Franken"	...	departure 11th Oct.
Express Freight S.S. "FULDA"	...	departure 19th Oct.

* Will also call at Tripoli, Genoa, Havre and Antwerp.
Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers Japan (Freight steamers)

Express Freight S.S. "Alster"	...	due here 12/13th Aug.
Pass. S.S. "COBLENZ"	...	due here 15th Aug.
Express Freight S.S. "Franken"	...	due here 21st Sept.
Pass. S.S. "FULDA"	...	due here 24th Sept.
Express Freight S.S. "Main"	...	due here 5th Oct.
Pass. S.S. "TRIEN"	...	due here 22nd Oct.

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO RABAU, KULON, KALILI, WITU (PETER HBR). CARGO TO ALL OTHER PORTS IN THE MANDATED TERRITORY OF NEW GUINEA WILL BE ACCEPTED AS THROUGH BILLING WITH TRANSHIPMENT AT RABAU.

S.S. "EREMERHAVEN" ... departure 9th Sept.

MELCHERS & CO., AGENTS, HONG KONG. Telephone C. 6378. 3, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers, Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

(Occupying 8 to 9 Days)

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPEROR OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPEROR OF RUSSIA	Oct. 8	Oct. 11	Oct. 14	Oct. 16	Oct. 25
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPEROR OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPEROR OF RUSSIA	Nov. 27	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF ASIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF CANADA	Jan. 5	Jan. 8	Jan. 11	Jan. 13	Jan. 22
EMPEROR OF RUSSIA	Jan. 19	Jan. 22	Jan. 25	Jan. 27	Feb. 6
EMPEROR OF ASIA	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15
EMPEROR OF CANADA	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 29
EMPEROR OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPEROR OF ASIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 3
EMPEROR OF CANADA	May 7	May 10	May 13	May 15	May 24
EMPEROR OF RUSSIA	May 21	May 24	May 27	May 29	June 7
EMPEROR OF ASIA	May 28	June 1	June 4	June 6	June 15

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Aug. 13	Aug. 15	EMPEROR OF RUSSIA	Aug. 16
Aug. 27	Aug. 29	EMPEROR OF ASIA	Aug. 30

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER

THE SAFEST AND MOST-CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

N.Y.K. LINE

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £85 TO £120 ON SALE

Summer Excursion Rates:

From Hong Kong to SHANGHAI and return	H.K. \$120
" " " " " " " "	H.K. \$165
" " " " " " " "	H.K. \$190
" " " " " " " "	H.K. \$210
" " " " " " " "	H.K. \$235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU Wednesday, 7th August

SEATTLE, VICTORIA via Shanghai & Japan Ports.

TAIYO MARU Monday, 12th August

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Shipping News

Daily Statement. Waterfront News.
etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 7,700 TONS;
THROUGH CARGO
41,500 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessel arriving in Hong Kong were as follows:

British	Carbo for	Through
Shanghai	H.K.	Ports.
Chengtu	200	330
Patroclus	—	6,000

American	Pres. Grant	150	1,250
German	Emiland	2,270	4,100
Dutch	Tjikandi	3,190	8,900
Tjikandi	Shanghai	—	1,030
Ouderkerk	Viadivostok	—	4,300
Norwegian	Hermold	—	2,000
Port Weller	Daviken	200	2,300
Sourabaya	—	200	4,300
Japanese	Honolulu	—	—
Maru	Nagoya	850	4,500
Canada Maru	Moji	830	3,570
Chinese	Tak Hing	70	—
Macao	—	70	—
Total	—	7,740	41,570

Two consignments of launches were summoned for failing to observe the rule of the road with regard to keeping to the proper side of the fairway. Each had a previous conviction for a similar offence. The first defendant was fined \$15 but the other, whose previous offence was in 1915 was fined \$10.

The Lok Sun Inquiry.
The Inquiry into the stranding of the Lok Sun will open on Friday. Further details are given on Page 5.

Passenger Traffic Figures.
The passenger traffic figures for the week ending Saturday August 3, as given at the Harbour Office are as under:

Ocean going	Arr.	Dept.
Steamers	11,073	10,841
River steamers	27,119	28,273
Junks and launches	291	470
Total	38,483	39,584

Asiatic Deck Passengers.
The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

British	Arr.	Dept.
Tjikandi	3	7
German	1	0
Dutch	4	0
Norwegian	2	2
Japanese	2	3
Chinese	3	2
French	0	1
Total	15	15

SHIPS IN HARBOUR.
Wharves:—Kowloon: Canada Maru, Pres. Grant, Ermiland, Honolulu Maru; Holt's: Patroclus; Socoon: Laichikok; Ka Hong; O.S.K.: Menado Maru; Douglas Lapraik; Haiching; Saikong; Shui Hing.

Docks:—Kowloon: Baby Castle, Juno, Yatching, Fager, Taikoo; Kronviken; Cosmopolitan; Seistan; Suiyos:—A1 Taiyo Maru, A2 Tjikandi, A3 Iyo Maru, A4 Van Houta, A5 Daviken, B8 Sinkiang, A10 Tjikandi, B12 Chuanan, B13 Kwongchow, C15 Chengtu, C17 Shun Chih, C19 New Mathilde, B24 Ouderkerk, A26 Phebus, A28 Lye-mun, B38 Cheong Shing, C33 Hang Sang, B34 Tin How, C35 Prominent, B36 Suki Maru, B38 Chian Lee, C39 Song Bo, C40 Marly, C42 Michael Jensen, C43 Kueichow, C47 Yuan Lee, B50 Indo Maru.

The arrivals and departures during the period under review were as follows:

British	Arr.	Dept.
Tjikandi	3	7
German	1	0
Dutch	4	0
Norwegian	2	2
Japanese	2	3
Chinese	3	2
French	0	1
Total	15	15

ARRIVALS AND DEPARTURES.
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The following passengers arrived here yesterday by the s.s. Patroclus from Shanghai:—Mr. A. Brosted, Mr. S. S. Cock, Mr. Eran Bish Mhon, Miss Jordan, Mr. Phelps, Mr. Hans Pohlers, Mr. Aiers and two children, Mr. Carlsen, Mrs. Charlsen and child, Mr. W. Hinde, Mr. Morrison, Mr. Muller.

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DAILY WATERFRONT NEWS.

Kerosene in a Fishing Boat.

Before Commander G. F. Hole at the Marine Court yesterday morning the master of a fishing boat was fined \$30, or two months' imprisonment, for having on board 18 tins of kerosene and anchoring outside the Dangerous Goods Anchorage. Defendant said that he had intended to use the kerosene for bright light fishing.

The mistress of a cargo boat was fined \$30 or 30 days' hard labour for making fast to the s.s. Menado Maru whilst underway and for failing to stop when called upon to do so by a police.

Four other mistresses of cargo boats were also fined \$10 each for committing a similar offence in respect of the s.s. Menado Maru.

A Chinese described as a pig dealer was fined \$10 for boarding the same vessel without permission.

Old Offenders.
Two consignments of launches were summoned for failing to observe the rule of the road with regard to keeping to the proper side of the fairway. Each had a previous conviction for a similar offence. The first defendant was fined \$15 but the other, whose previous offence was in 1915 was fined \$10.

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Departures.<

